


Latitude 38



VOLUME 104, FEBRUARY 1986

CIRCULATION: 40,000

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MERIT 22 & 25



THE NEW MERIT 22,

it's revolutionary. One step inside and you'll see why: it's larger than many 25 and 27 foot boats. The Merit 22 has a lead, retractable keel giving you the safety and maximum stability of a keel boat while permitting easy trailering and ramp launching. The Merit 22 delivers quality, performance, comfort and convenience.

SAILAWAY PRICE OF \$10,950 INCLUDES:

- trailer • sails • pop top lifting hatch • mast & boom
- winches • bow & stern pulpit • lifelines • & much more

THE MERIT 25

is built to be fast. In fact, the Merit 25 was the overall winner at the 1983 MORC Internationals, and this production boat is still winning. Just because the Merit 25 is fast doesn't mean that you'll have to give up comfort to win. Inside is a fully finished interior with 7' + bunks. Here's your chance to be the proud owner of an all around performance boat that's fast *and* comfortable.

SAILAWAY PRICE OF \$16,950 INCLUDES:

- trailer • sails • mast & boom • Internal kevlar halyards all lead aft • spinnaker gear • split backstay adjuster • pulpits • lifelines • winches • Harken mainsheet system • & much more

**INTRODUCING THE REVOLUTIONARY
MERIT 23 & THE NEW MERIT 28 — CALL TODAY!**



2639 BLANDING AVENUE, ALAMEDA, CA 94501 (415) 521-5900

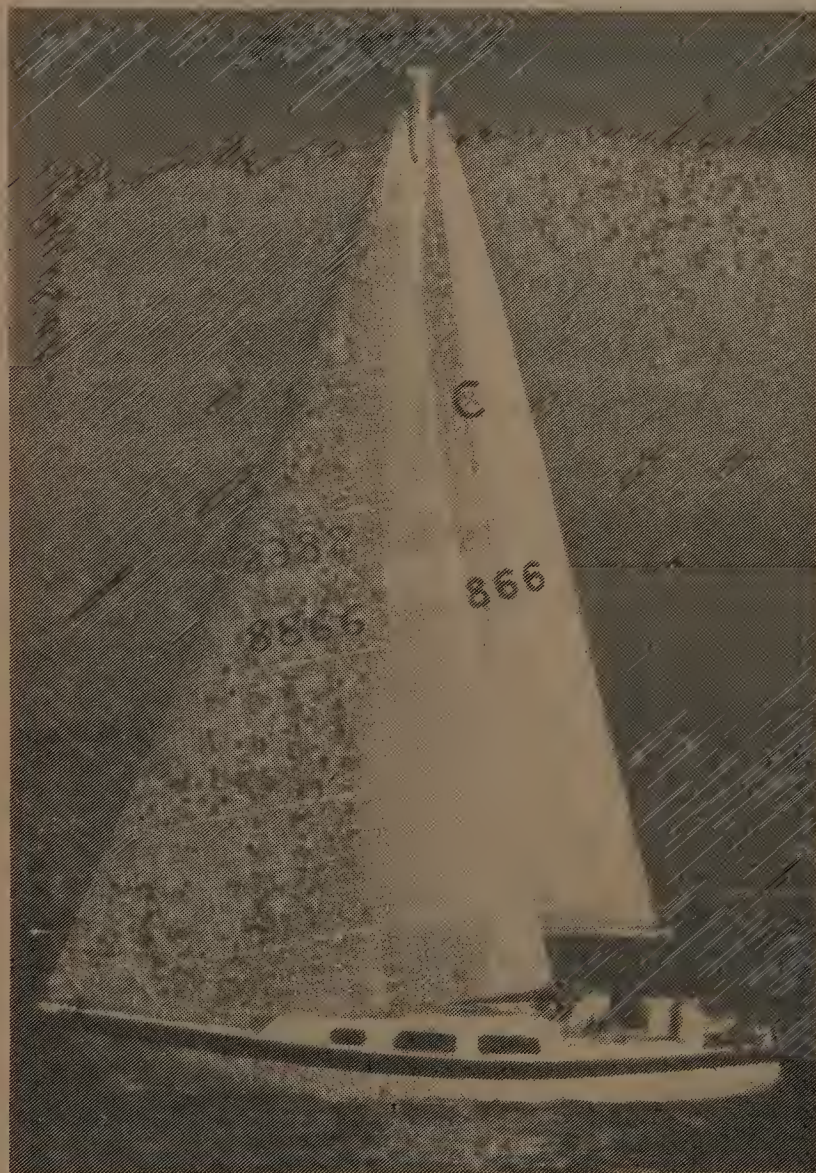
Two Bits Drills the Competition

The racing record for "Two Bits," Ray and Marcine Osborn's Cal T/4, isn't exactly "small change."

A new Pineapple 155% mylar genoa brought the boat to a first place victory in the 1985 Windjammers Race to Santa Cruz — a tricky, downwind race that ended in several hours of light air, upwind sailing. And Marcine put the genoa through its paces in the WRA fall series to finish first in Division C.

In the Osborns' own words, "We received not only an excellent racing sail, but advice and personal attention and our boat is a fourteen-year-old quarter tonner!" To coin a phrase, they got their two bit's worth!

You deserve the same treatment. Give us a call today.



TWO BITS*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City



SAILMAKERS
(415) 444-4321

*Powered by Pineapples

Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321



Best Buys

Motivated Sellers
Want Your Offers

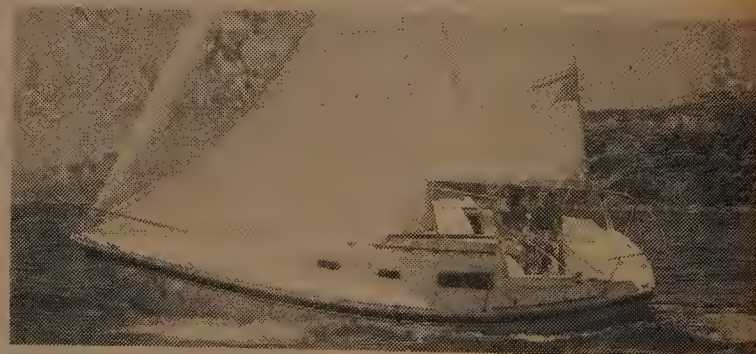
*25 Cape Dory, Cruise Ver	15,000
*27 Ericson, Very Clean	Out of Town Owner 18,900
*28 Columbia 8.7 Diesel	26,900
*30 S-2 9.2A, Diesel, Wheel, Dodger, LPU	38,500
*33 Ranger, Extensive New Equipment	Must Sell 35,000
*37 Alberg, Diesel, LPU, Classic Cruiser	49,000
*36 Lancer, 1980 Loaded, BMW Diesel	49,800
*41 Whitby, Center Cock	62,500
*42 Golden Wave, Cheoy Lee, Loaded	124,000

1220 Brickyard Cove
Point Richmond
(415) 236-2633

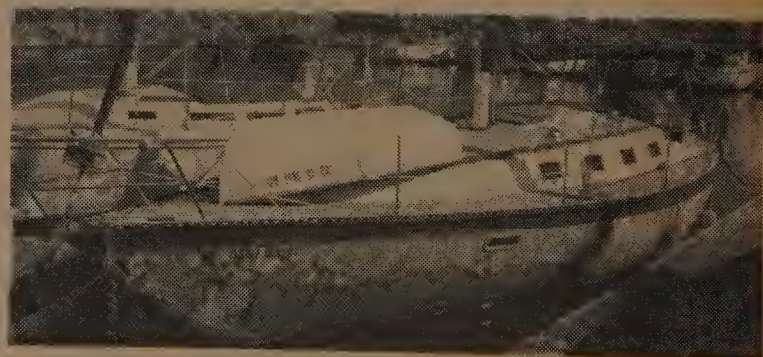
We Want

Local Cruisers / Some Race Equipped

*22' SANTANA 22, With Trailer	7,200
*23' RANGER 23, 1972, Epoxy Undercoat	THREE FROM 10,100
*23' SANTANA 23, With Trailer, Very Clean	14,900
*24' MOORE 24, Trailer, Excellent Condition	16,500
*25' CAPE DORY, Cruise Equipped	13,900
*25' CAPE DORY 25D, 1983, Diesel, Mint Pocket Cruiser	33,250
*26' INTERNATIONAL FOLKBOAT	THREE FROM 11,500
*26' COLUMBIA, New Engine, Auto-Helm 1000, Nice	12,500
*26' PEARSON 26	TWO FROM 13,500
*27' ERICSON 27,	TWO FROM 18,900
*27' CAL T/2, Excellent Sailer	TWO FROM 15,000
*27' CATALINA 27	TWO FROM 15,200
*27' VEGA 27, Swedish Cruiser	17,000
*27' CAL 2-27, Great One-Design	THREE FROM 22,500
*28' SAN JUAN, Diesel, Sharp	26,950
*28' COLUMBIA 8.7, Diesel	26,000
*28' PEARSON 28, Excellent Condition	31,500
*28' O'DAY 28, Wheel, Diesel	29,500
*28' ISLANDER 28, Diesel, Teak Interior	TWO FROM 28,000
28' TRITON, Full Keel	17,500
28' ERICSON 28+, 1980, Diesel, Wheel	38,950
28' SOVEREIGN, Center Cockpit, Aft Cabin	45,000
29' ERICSON, Clean, One-Owner	24,500
29' GULF PILOTHOUSE	28,500
*29' ALBIN CUMULUS, 1982, Swedish Yard, Diesel	28,900
*30' S-2, 9.2A, Dodger, Wheel, Diesel, LPU	38,500
*30' NORTH STAR, S&S Designed, Canadian Built	18,000
30' YANKEE, Classic, S&S Design	31,700



Cal 2-27 Sistership. With standing headroom, teak interior and the latest improved cabin layout, she provides comfort and fine sailing characteristics. Popular San Francisco Bay one-design fleet. \$24,000



1980 Lancer 36. One owner yacht has recent upgrades including BMW diesel, epoxy bottom, s/s exhaust, and sea valves. Completely equipped with wheel, roller furling jib, sobstads, hot & cold water, refrigeration, and Montgomery dinghy. \$49,800

to be Your Yacht Broker

30' YAMAHA, Diesel, Loran, Windvane, Raft	38,000
*30' CATALINA 30	TWO FROM 32,750
*30' PEARSON 30, 1973, Very Clean	26,800
*30' NEWPORT 30, Diesel, Wheel, H&C Water	TWO FROM 36,000
*30' WYLIE 30, Cold Mold Race Equipped	25,500
*30' ISLANDER 30	26,500
31' CAL, Diesel, Wheel, Spinnaker	47,000
32' COLUMBIA 9.6	TWO FROM 39,500
*33' HUNTER, 1980, Diesel	41,950
*33' RANGER, All New Rigging, Harken Furling	35,000
*34' WYLIE 34, Race Equipped	59,000
*34' O'DAY, Dodger, Wheel	59,500
*35' ERICSON 35, Very Clean	TWO FROM 39,500
*35' CORONADO 35, Center Cockpit, Immaculate	42,000
*36' ISLANDER 36	54,500
*36' LANCER 36, 1980, Loaded, Montgomery Dinghy	49,800

Blue Water Cruisers / Liveboards

32' VANGUARD, New Diesel, LPU	37,000
*32' DEFEVER, 1963, Wood, Restored	REDUCED 29,900
*35' ALBERG, Auto Pilot, Radar, Dodger	39,000
*35' BRISTOL, Perkins, Dodger, Foller Furl	39,500
36' LUDERS, 36, Cheoy Lee, Diesel	55,000
36' PEARSON 365 CUTTER, Liveboard	NO MONEY DOWN 96,000
36' MARINER STYS'L KETCH, U. S. Built	74,950
*37' PEARSON, 1982, Loran, Rod Rigging	78,000
*37' TAYANA	PRICED TO SELL 75,000
37' CREALOCK, Fully Cruise Equipped	120,000
*37' FLYING DUTCHMAN, Teak Decks	70,000
*37' ISLANDER, 1970, Great Cruiser	40,000

37' IRWIN, Ketch, Center Cockpit, Aft Cabin	67,000
*37' ALBERG, Diesel, Classic Cruiser	REDUCED TO SELL 49,000
37' GULFSTAR, Pacific Veteran	TWO FROM 80,000
37' ISLANDER TRADER KETCH, Many Upgrades	63,000
*38' BENETEAU, Twin Aft Cabins	95,000
38' FARALLONE CLIPPER, Restored Beauty	45,000
*38' HANS CHRISTIAN MK 2, Dodger, Loran, Auto-Pilot	110,000
39' LANCER MOTOR SAILER, Twin Diesels	105,000
*39' CAL 39	59,500
*40' KETTENBURG, Wood, Cruise Experienced	40,000
*40' S & S YAWL, Classic, All Teak Construction	58,500
41' CT KETCH, Cruise Equipped, Good Buy	59,500
*41' WHITBY CARIBE, Center Cockpit	62,500
41' MORGAN OUT ISLAND, Center Cockpit	TWO FROM 74,000
42' GARDEN STYS'L KETCH, Gorgeous Custom Woodie	125,000
*42' GOLDEN WAVE, Cheoy Lee, Satnav, Auto Helm 5000	124,000
44' HARDIN KETCH, Generator	129,000
*44' PETERSON CUTTER	TWO FROM 124,500
45' VAN DE STAT	59,500
46' ISLAND TRADER MOTOR SAILER KETCH, 1982	165,000
*46' WINDJAMMER SCHOONER, 1980 Wood, Equipped	145,000
46' CAL 2-46, Loaded	132,000
*48' CUSTOM CUTTER, Lloyds Spec., Generator, Loaded, Wood	112,000
*49' BOWMAN STYS'L KETCH, 3 Trans-Atlantics, Outstanding	245,000
*51' GARDEN KETCH, Cruise Loaded	145,000
52' COLUMBIA, Generator	150,000
52' CHEOY LEE MOTOR SAILER, Twin Diesels	250,000
54' SPARKMAN & STEPHENS, Custom, Aluminum	300,000
56' AUSTRALIAN STEEL KETCH, Onan, Loaded	195,000
36' LUDERS, Perkins Diesel, External Lead	55,000

* Come to Brickyard Cove to see these boats



1974 Coronado 35. You'll be surprised at the spaciousness and cleanliness of this center cockpit, aft cabin model. Like new. Lots of comfort plus hot & cold water, shower, refrigeration, diesel engine, and dinghy. Priced below market at \$42,000



International Folkboat. Timeless tradition exemplified in this highly regarded cruiser. You will appreciate her full keel ride and no non-sense cruising potential. See her at our docks. \$11,500



1973 Bristol 35. This Alden designed cruiser has it all. Perkins diesel, Hood furling jibs, dodger, self-tailing winches, and much more. Very clean. Won't last long at \$39,500



1969 Whitby 41. Big boat at a small price. Cruised East Coast and Caribbean. Center cockpit provides two private state rooms. Perkins engine rebuilt 1980. Roomy liveboard cruiser. \$62,500

BENETEAU BRINGS YOU CLOSER TO THE WIND

Excellence of design and the stiffness of the Beneteaus' hull are the reasons.

Beneteau has been reinforcing their boats with a fiberglass inner liner for years. This inner liner incorporates a rigid grid system and positions all of the boats inner components with exact precision. The result is a strong stiff hull without excessive weight.

Beneteaus' careful approach is reflected in every area of production. From state of the art construction techniques, to the highest level of quality control.

The hull to deck connection is one example of Beneteaus' extraordinary attention to detail. First the deck is bonded to the hull, then through bolted and finally the entire connection is fiberglassed over.

The resulting connection is massively strong and leak proof.

Before your Beneteau leaves the factory, whether it's 24' or 51', it takes a dip in the Test Tank where the engine along with the mechanical and electrical systems are thoroughly tested. In addition, the entire boat is subjected to high pressure water testing (Beneteaus rarely leak!).

These advanced technologies and sophisticated manufacturing techniques translate into low maintenance cost and a very long life for your investment.

Construction excellence coupled with proven designs from the World premier yacht designers allow all Beneteau sailboats to deliver ease of handling and security for your entire family.

Beneteau gives you the ability to sail through big seas and high winds with a smile on your face.

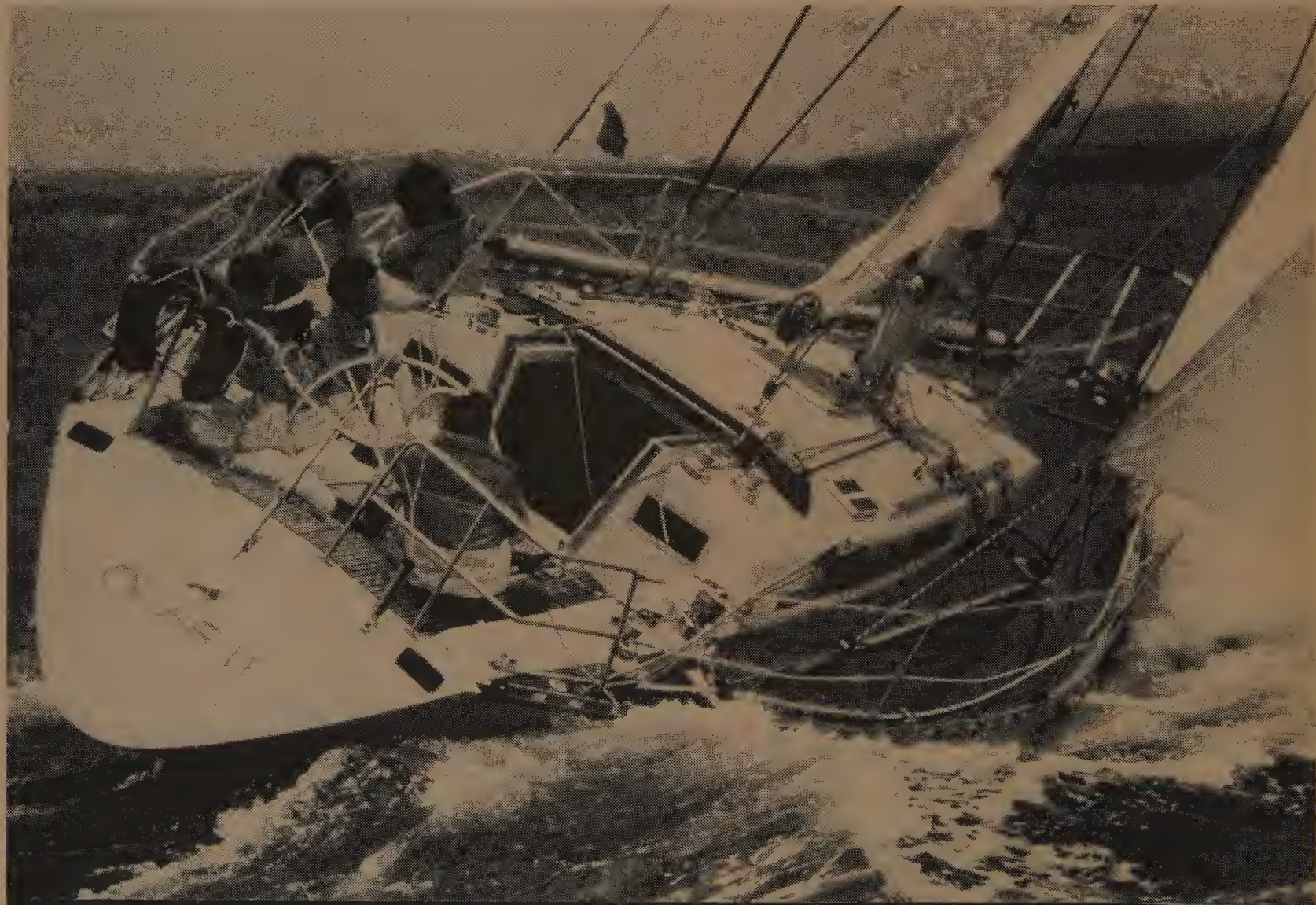
It's this approach to yacht building that's been Beneteaus' philosophy for over 100 years.

For more information on the full line of Beneteaus—from 29 to 50 ft., or information on Passport Yachts call:

 **PassageYachts**
INC.

1220 Brickyard Cove Point Richmond (415) 236-2633

The Beneteau First 42 is on display at our docks now!



AFTER 100 YEARS, EXCELLENCE BECOMES A HABIT

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 Sprit Sprint
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PASSAGES

*News from the World of
 Passport, Beneteau and Passage Yachts*

A Two Year Voyage On A Passport 40



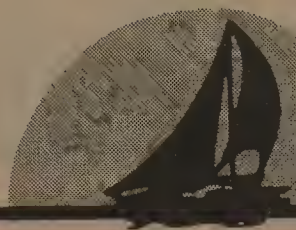
Conrad and Diana Skaggs and their son Mike have been planning this trip for some time. And even as you read, they are well into the first leg of the voyage.

They're sailing down to Mexico, calling in at Cabo San Lucas, Mazatlan, Puerto Vallarta and other points on the Mexican coast. As Spring breaks, they plan to head across the Pacific to French Polynesia, the Marquesas and the Society Islands, including Borabora, Tahiti and Moorea. Then it's on to Fiji and New Zealand.

On the return trip they'll hit Tonga, the Cook Islands, French Polynesia again, and then Hawaii.

They're looking forward to a back to basics approach to life on the sea.

They're also looking forward to sailing their Passport 40. It's the kind of safe, comfortable, well-built cruiser that'll get them where they want to go. And, as they're smashing through the seas from port to port, they said they'll be thinking of everyone . . . maybe.



Sunset Yachts

DEALERS FOR

Tradewinds 35 & 43

Aloha 27 - 34

THE ORIGINAL NEVER ENDING USED SAIL BOAT SHOW



Swan 39

Ron Holland design, fully equipped for cruising at warp speed. (12) bags of sails, B&G instruments, S.S.B., 2 autopilots, refrigeration, Perkins diesel. sistership.

Try \$110,000



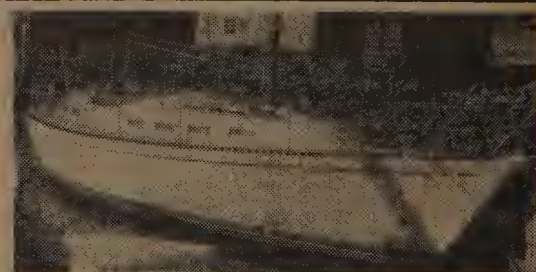
1978 O'DAY 30

Diesel, roller furling, hot & cold water, refer, (3) sails, wheel, very, very clean at **\$29,000.**



YANKEE 30

S&S design, (6) bags sails, autopilot, very nice yacht in good condition. **Try \$30,000.**



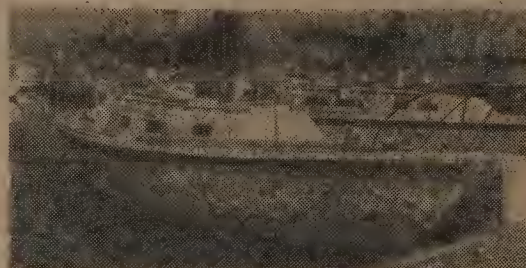
"New" SWIFT 40

S&S design, center cockpit, built to Lloyd's specs. List: 129,900. **Now — \$100,000.**



BRISTOL 32

Full keel cruiser, diesel, Loran, autopilot, (4) sails, wheel. **Try \$40,000.**



CAL 29

Very large interior with good berths for six, inboard power, (4) sails. **Try \$22,000.**



TRITON 28

Built by Pearson, full keel, inboard engine, new main, jib, genoa. **Try \$17,000.**

BEST BUYS FOR 1986



ISLANDER 30 MKII

Division champ 1982, 1984, 1985. Very nice and cheap!
Try \$30,000.



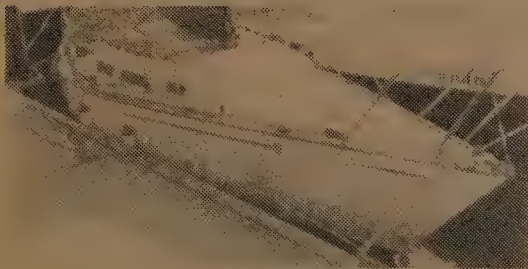
32' FUJI

Built to Lloyd's specifications, fully equipped to cruise. Like new.
Try \$53,000.



RANGER 26

Gary Mull design. We have two clean boats.
Try \$13,000.



1980 ERICSON 25 +

Just like a 27' Ericson only newer! Diesel, Combi instruments.
Try \$23,000.



ISLANDER 36

Spinnaker, refrigeration, wind instruments.
Try \$35,000.



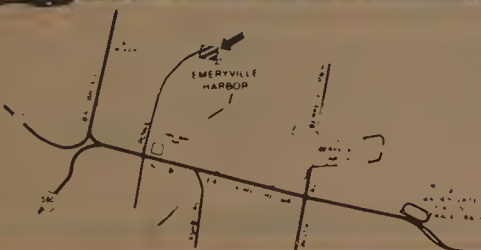
CAL 39

TransPac winner two years, clean and ready to go.
Try \$55,000.

69' Gaff Rigged Schooner, 1911	175,000	39' Cal, '71's	55,000	32' Nantucket, 1971	25,000	27' Cheoy Lee, '69/'72	(2)	17,900
65' Alden, 1926	95,000	38' Catalina, 1979	63,000	32' Pearson, 1977	42,800	27' Coronado, 1971's	(3)	13,000
64' Herreshoff Ketch, 1982	325,000	38' Downeast, 1976	67,000	31' Brown Sea Runner, '74	25,000	27' Ericson, '72/'78	(2)	17,950
57' Abeking/Rasmussen, 1950	189,000	37' Crealock, 1981	120,000	30' Bristol, 1974	30,000	27' Hot Foot Canadian, new, '83		17,800
55' Alden/Laliberte, 1970	120,000	37' Gulfstar, 1976	81,000	30' Cal 2-30, 1970	27,000	27' Mull Custom, 1976		17,000
54' C.T., 1981	269,000	37' Tayana, '79/'81/'81	(3) 84,000	30' Catalina, '79/'81	(2) 31,000	27' Nor'Sea, 1978		45,000
52' Columbia, 1972	150,000	36' Islander, 1974-1979	(5) 44,000	30' Center Cockpit S-2, 1978	49,750	26' Columbia, 1969		11,100
51' Custom Palmer, 1978	135,000	36.5' Pearson, '76	68,000	30' Columbia, 1973	23,000	26' Ericson, 1969		11,000
50' Gulfstar, 1977	149,500	35' Coronado, 1971	43,900	30' Fisher, 1976	59,500	26' Ranger, 1972's	(2)	13,000
48' To Chiao, 1981	174,000	35' Dufour, 1979	89,500	30' Islander Bahama, '79	40,000	25' Cal, 1968		9,000
47' Perry, 1978	128,000	35' Ericson, '70/'70	(2) 36,000	30' Lancer, 1980	29,500	25' Cal, 1969		9,000
46' Cal II, 1974	109,000	35' Fantasia, 1976	67,500	30' Pearson, 1977	28,000	25' Catalina, 1982		16,000
46' Kettenburg PCC, 1958	57,500	35' Pearson, 1981	65,000	30' Rawson, 1981	25,500	25' Catalina & trailer, '78		13,500
44' CSY, 1977	130,000	35' Santana, 1981	70,000	30' Tartan, 1975	34,750	25' Ericson, 1980		26,000
44' Rhodes M/S, 1961	132,000	35' Santana, '81	(2) 59,500	30' Tartan 3000, 1982	58,500	25' Fisher, 1975		29,900
44' Swan, 1979	275,000	35' Tradewinds, 1985	75,000	30' US, 1972	28,000	25' Kirby, 1979		13,950
43' Endeavour, 1974	125,000	34' Aloha, 1985	78,000	30' Yankee, 1972	30,900	25' Lancer, 1969		15,000
43' Swan, 1977	200,000	34' Columbia, 1973	30,000	29' Buccaneer, 1978	35,000	25' Seidelman, 1979		14,900
43' Westsail, 1976	110,000	34' Dufour, 1974	63,500	29' Cal, '71/'73	(2) 24,500	25' US Yachts, 1982		12,500
42' Morgan, 1972	85,000	33' Islander, 1965	30,000	29' Hinkley/Alden, 1946	29,000	24' Dufour sloop, 1975		16,000
41' Bounty, 1957	59,000	33' Swift, 1983	56,000	28' Cal, 1968	18,000	24' Gladiator, 1968		6,000
41' Islander Freepart, '76's	(2) 100,000	33' Tartan, 1982	65,000	28' Columbia, '69's	(2) 15,000	24' Islander, 1964		7,450
41' Perry, 1983	120,000	32' Atkins ctr (w/ Westsail)	58,000	28' Pearson, 1977	24,500	24' Moore, 1981		17,500
41' Perry cutter, 1979	125,000	32' Cavalier (lvabrd), '75	65,000	28' Triton, '60/'65	(2) 17,500	24' Pearson Lark, 1968		11,000
40' Clark trimaran, 1980	31,000	32' Columbia MkII 9.6, '77	39,500	27' Aloha, 1985	24,000	23' Aquarius, 1976		6,500
40' Katic, 1980	135,000	32' Ericson, 1973	30,000	27' Bayliner, 1980	28,000	23' Mark Marine, 1978		12,900
40' Mariner, '70/'71	(2) 78,000	32' Fuji, 1976	58,000	27' Cal, 1976	21,500	23' Ranger		12,000
40' Olson, 1982	109,500	32' Lapworth, 1961	25,000	27' Cape Dory, 1980	32,000	22' O'Day, 1977		6,000
40' Swift, 1983	100,000	32' Islander, 1966	26,950	27' Catalina, '73/'83	(2) 14,500			



Sunset Yachts



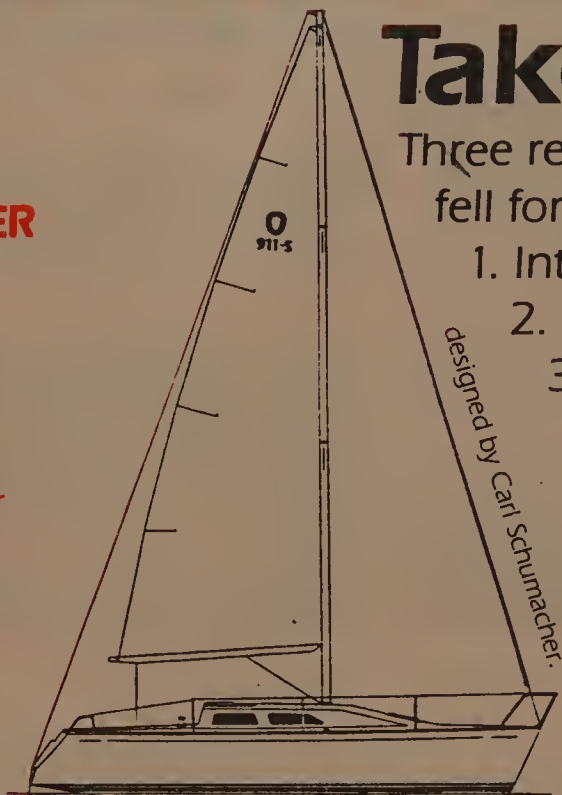
3310 Powell Street, Emeryville
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O'NEILL YACHTS

**YOUR
DEALER
FOR**

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Moore
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911-S



For family fun or racing with your friends, Olson makes the sailing experience an experience to be shared.

Take Action... NOW!

Three reasons why you should buy that boat you fell for at the boat show:

1. Interest rates are way down.
2. Spring is just on the horizon. And...
3. You ain't gettin' any younger!

So, what are you waiting for? Give us a call today...we make getting you under weigh as easy as 1, 2, 3.

O'Neill Yachts.... The Reliable Ones!

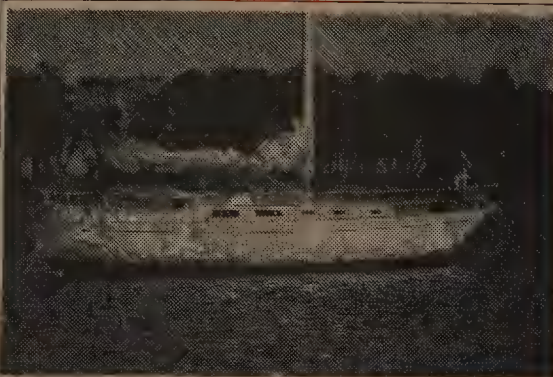
The **CAL 33** represents an ideal boat for the sailor seeking performance with comfort. Far from a stripped out flyer, this boat reaches out to the fortunate sailors who have an eye for good lines and quality finish.



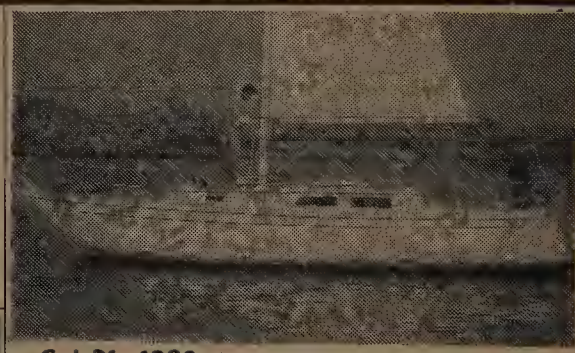
Cal 2-27, 1979: The last of the 2-27's. This boat has only 20 hours on the diesel. Immaculate at \$27,250.



CAL 33



Cal 39, 1978: Considered one of the finest cruising boats ever built. Includes Hot & Cold pressurized water, C & K stove, shower, heater, large cruising inventory of sails and a full compliment of electronics. More than reasonable at \$92,500.



Cal 31, 1980: Recently listed. Well under the current market price. Hot & Cold pressurized water, head with holding tank, wheel steering, electronics & much more. A great value at \$45,900.

Selected Brokerage:

Size	Manufacture	Year	Price
20'	Cal	1964	4,995
21'	Burns (reduced)	1982	9,500
24'	Moore	1977	15,500
24'	Santana 525	1980	10,000
27'	Santa Cruz (w/trailer)	1978	16,500
27'	Cal	1979	27,250
27'	Cal 2-27	1979	24,900
27'	Catalina	1971	12,450
27'	Catalina	1977	16,000
27'	Dufour	1975	29,000

"Quality listings wanted"

Size	Manufacture	Year	Price
27'	Express	1982	26,500
30'	Olson	1983	24,500
31'	Cal	1980	45,900
32'	Fuji	1977	47,500
35'	Erickson	1972	49,500
37'	Swan	1972	89,000
39'	Cal	1978	92,500
40'	Olson	1982	98,000
41'	Raimer	1958	72,200
50'	Santa Cruz	1980	200,000

O'NEILL YACHTS
SANTA CRUZ

At the Santa Cruz Yacht Harbor
2222 East Cliff Drive
Santa Cruz, CA 95062
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**Where Quality
is a Matter of Course.**

EXCLUSIVE NORTHERN CALIFORNIA DEALER FOR:

Cheoy Lee Sailing Yachts And Motorsailers
Hylas 44 & 42 • Hylar 43 & 47 • Royce 60

NEW SAILAWAY



CHEOY LEE PEDRICK 36. For value, performance, style & handling ability there's no cruising yacht that compares. \$79,900.

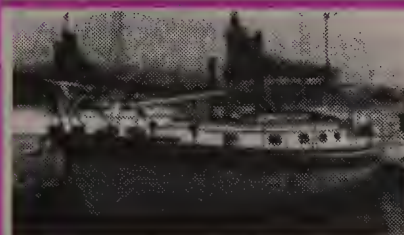


HYLAS 42. Designed by German Frers; aft cabin, aft cockpit, high tech performance sloop. Coming in March.



HYLAS 44. Designed by German Frers; unparalleled for performance, elegance, and affordability. \$159,000.

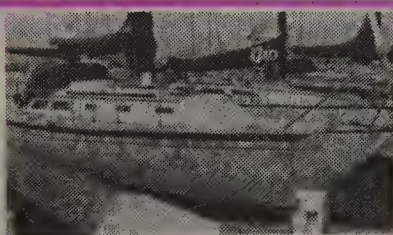
BEST USED BOAT BUYS



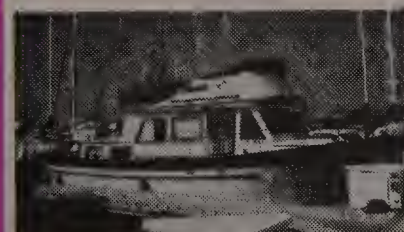
1983 UNION 32. Elegant blue water cutter. \$53,900/Offers.



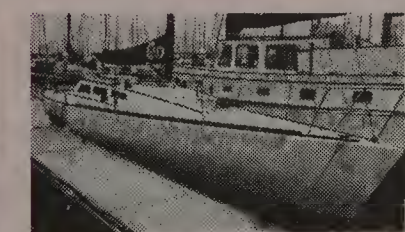
JEANNEAU 32. France's best built boat. \$58,900.



1982 ISLANDER 36. Strong, fast, beautiful cruiser. Exclnt condition & liveaboard ready. Offers/Real Estate Trades.



HOSHING 36. Twin diesel trawler, trades considered. \$78,000.



OLSON 40. Superb condition, race ready. Must Sell. Bank Repo. Make Offer.



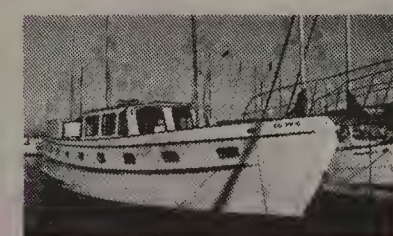
VAGABOND 42. Well-equipd ketch, luxurious cruiser with many custom features. \$115,000/Real Estate Trades.



YOUNGSUN 43. Center cockpit cutter, will consider notes, real estate or ? in trade. 99,000. Reduced: \$94,900.



1984 OCEANIC 43. Brewer designed pilothouse cutter. 124,900. Reduced: \$119,000/Real Estate Trades.



ISLAND TRADER 46 M/S. Trawler spaciousness & elegance, sailboat performance & excitement. 137,900. Reduced: \$119,000.

SAIL BROKERAGE

26'	Laguna.....	reduced!	22,900
26'	Islander.....		24,000 ✓
26'	Yankee.....		19,000
27'	Catalina.....		18,500
27'	CL Offshore.....	(2)	27,000
27'	Ericson.....		19,950
27'	O'Day.....		19,500
27'	Sun Yacht.....	(2)	23,500
27'	Santa Cruz.....		13,500
27'	Vega.....		19,500
27'	H-Boat.....		14,900
28'	C&C.....		22,500
28'	Newport.....		22,900
28'	San Juan.....		22,900
29'	Columbia.....		16,500 ✓
29'	Ericson.....		23,500
29'	Triton.....		17,500
29'	Buccaneer.....	Repo	✓
30'	Laguna.....		56,900
30'	Bodega.....		27,900
30'	Catalina.....		35,000
30'	CL Bermuda kch.....		28,000
30'	Lancer.....		27,000
30'	Chinese Junk.....	Offers	
30'	Hunter.....		37,000
30'	Islndr Bahama.....	reduced!	42,500
30'	Odyssey.....		25,000
30'	Tartan.....		39,500
30'	Ericson.....	(2)	25,000
32'	Aries.....		45,000
32'	Ericson.....		32,000 ✓
32'	Cavalier.....		65,000
32'	Islander.....		29,950
32'	Jeanncau.....	Offers	✓
32'	Pearson 323.....	reduced	45,000 ✓
32'	Union.....		53,900
33'	Yamaha.....		55,500
34'	Cal.....	(3)	34,500
34'	San Juan.....		58,000
34'	O'Day.....		59,500
34'	Hunter.....		62,000 ✓
34'	Islander.....		49,950
34'	True North.....		62,000
34'	Wylie.....		59,000
35'	Bristol.....		65,000
35'	Mariner.....		47,500
35'	Columbia.....		57,000
35'	CL Perry.....		65,000
35'	Jacobs Custom cutter..		75,000
36'	CL Clipper kch.....		64,900
36'	CL Luders.....		85,000
36'	Hunter.....		54,900 ✓
36'	Formosa.....		64,950 ✓
36'	Islander.....	(3)	54,500
36'	J/Boat.....		106,000
37'	Crealock.....		120,000
37'	Gulfstar.....		72,500 ✓
37'	Pearson.....		85,000 ✓
37'	Ranger.....		60,000
38'	Farallone Clipper #15..		45,000
38'	Morgan.....		69,000
38'	Hans Christian.....		109,000
38'	Oceanic.....		83,000 ✓
39'	Ericson.....		55,000
39'	Sparkman&Stephens...		79,000
39'	Landfall.....		85,000
39'	Westail.....		89,000 ✓
40'	Columbia.....		55,000
40'	Mariner.....		59,000
40'	Olson.....	Repo	Offers ✓
41'	Bounty.....		49,500
41'	CT ketch.....	(2)	77,500
41'	Freepor.....	Reduced	115,000
42'	Excalibur.....	Offers	✓
42'	Vagabond.....		115,000 ✓
42'	Blanchard.....		48,000
43'	Alden.....		95,000
43'	Young Sun.....		90,000 ✓
43'	CL Motor Sailer.....		166,000
43'	Endeavour.....		109,000
43'	Holcomb Schooner....		71,950
43'	Oceanic.....		125,000 ✓
44'	LaFitte.....		195,000
44'	Lancer.....		149,900
44'	Hardin.....	(2)	129,000
44'	Peterson.....		129,000 ✓
45'	C & L Explorer.....		114,500
46'	Formosa.....		110,000
46'	Island Trader M/S.....		135,000 ✓
47'	CL Yawl.....		147,000
48'	Mapleleaf.....		187,500
48'	Perry.....		178,000
48'	Wooden Cutter.....		35,000
51'	Garden.....		135,000
52'	Columbia.....		150,000

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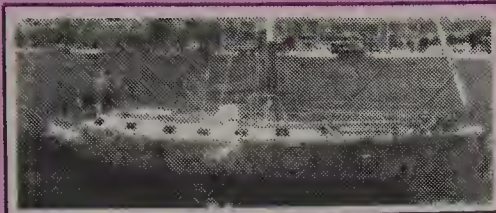
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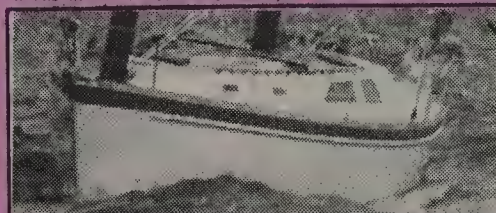
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41' Steel Joubert Cutter. This beautifully fair steel cruiser nestled a family of five around the world. Respect & affection obvious from stem to stern. Example of const detail: all topside chafe areas are stainless steel. \$99,500.



39' Freedom Express. We love this boat! She's been a perfect ambassador for the Freedom fleet, cruising and racing up and down two coasts, amazing newcomers and pros alike. She's the living proof. \$145,000.



35' Ericson. Unmistakable Alberg influence. These smooth, traditional lines extend below waterline in full keel cutaway forefoot. Stiff, strong cruiser. Five headsails. \$38,000.



27' H. Scandinavian quality construction, built for family fun and solid performance in the North Atlantic and the San Francisco Bay. \$18,900.



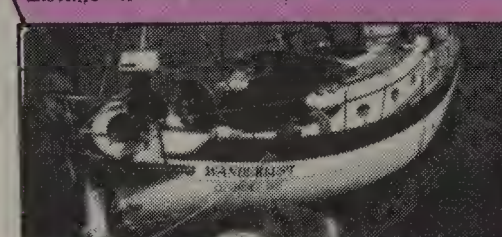
28 Cape Dory. Another handsome Alberg designed full keeler with traditional interior appointments. Diesel auxiliary. \$30,900.



Westsail 32. One of the most popular cruisers ever, these boats are found in anchorages around the world. Two page equipment list covers every base. \$54,500.



36' Westerly. To end all bragging rights about care and maintenance: this touring yacht is owned, cruised and kept by the man who painted General Eisenhower's Cadillac! \$79,500.



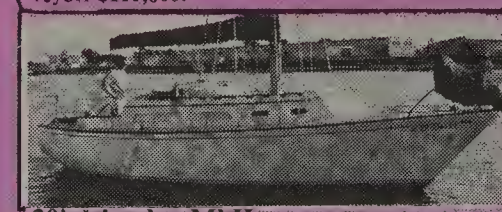
Hans Christian 38. Must Sell Now. Offers.



Rafiki 37. Clean, handsome double-ender, full keel, teak decks. A perennial on the cruising lanes and Colin Archer races. \$79,000.



45' Columbia. Opulent, apartment size interior. A real liveaboard palace. Originally commissioned, equipped and maintained by a respected marine surveyor. \$110,000.



30' Islander MkII. MkII means big interior. This one has a long equipment list, long history of perfect maintenance and proven history of safe, comfortable seaworthiness. \$29,500.



36' Offshore. Purchased by current owner specifically for Mexico cruise. Cruise completed, yacht refurbished, ready to go again. Amazing 6'6" headroom. Diesel auxiliary. \$43,500.

Sail Brokerage

20'	Flicka with trailer.....	\$25,000
23'	Ranger.....	12,000
24'	Yankee Dolphin.....	12,500
24'	Moore.....	16,000
24'	Columbia Challenger..	6,500
25'	O'Day.....	11,000
26'	Internt'l Folkboat.....	18,000
26'	Pearson.....	15,500
26'	Pearson Ariel.....	9,500
26'	Columbia MkII.....	10,950
27'	Tartan..... (2)	21,900
27'	Nor'Sea kit.....	Bring Offers
27'	Coronado.....	12,000
27'	Ericson.....	19,950
27'	Dufour.....	21,900
27'	Sun.....	27,900
28'	Taipan.....	24,900
28'	Cape Dory..... (2)	30,900
28'	Pearson.....	26,500
28'	Freedom.....	53,900
28'	Sovereign.....	49,900
29'	Sun Wind.....	34,900
29'	Cal.....	24,900
30'	Bristol.....	44,000
30'	Ericson.....	28,000
30'	Islander MkII.....	34,500
30'	Tartan..... (2)	29,500
30'	US.....	33,500
30'	S2 9.2C.....	43,900
30'	Wilderness.....	Offers
30'	Fisher Nor'Easter.....	59,500
32'	Angleman Sloop.....	25,000
32'	Ericson.....	32,950
32'	Mariner Ketch.....	39,950
32'	Westsail.....	44,000
32'	Hobie with trailer.....	41,500
33'	Vanguard	reduced! 18,500
33'	Tartan Ten.....	29,900
33'	Tartan.....	68,800
33'	Freedom.....	98,500
34'	Garden kch.....	43,000
34'	Wylie.....	59,000
34'	Hans Christian.... (2)	73,900
35'	Fantasia.....	67,500
35'	Ericson.....	38,000
36'	Islander.....	60,000
36'	Cheoy Lee Offshore...	43,500
36'	Cheoy Lee Luders.....	50,000
37'	Crealock.....	120,000
37'	Islander.....	44,000
37'	Tartan, motivated.. (2)	81,500
37'	Gulfstar, motivated...	68,500
37'	Hollman Custom.....	78,000
38'	Hans Christian T.....	105,000
38'	Hans Christian TMkII.	Offers
39'	Cavalier.....	69,000
39'	Hans Christian P.H....	149,000
40'	Hinckley Bermuda yawl	97,500
40'	Trintella.....	129,000
42'	Westsail.....	125,000
42'	Garden ketch.....	115,000
43'	Atkin ketch.....	Offers
43'	Hans Christian.... (3)	125,000
44'	Harden.....	129,000
45'	Columbia.....	115,000
50'	Kettenburg.....	115,000
50'	Gulfstar..... (2)	149,000
51'	Island Trader.....	145,000
52'	Garden-Monk ketch...	119,000
52'	Columbia.....	150,000
64'	Herreshoff ketch.....	375,000

Equipped for:

- offshore cruising
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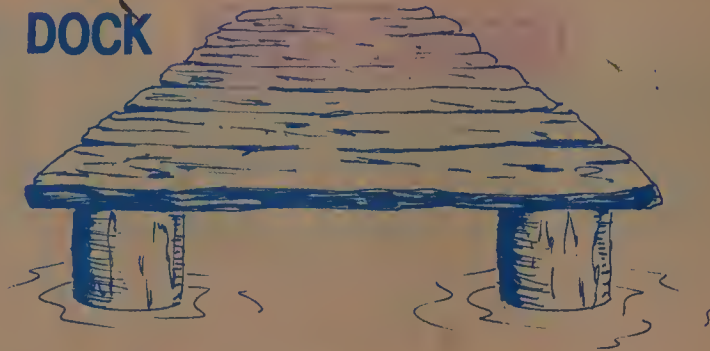
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Windjammer Sails Introduces The "State-Of-The-Art" In Cruising Spinnakers (*Dual Reacher & Runner)

When Thinking About A
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The **DUAL RADIAL R&R** is truly asymmetrical in shape. When designing and cutting the **DUAL RADIAL R&R** more broadseaming is designed and cut into the sail toward the luff giving the sail a true airfoil shape. No two panels are identical. The result is the **DUAL RADIAL R&R** will be a more close winded sail than other manufacturers cruising spinnakers. The panels radiate from the head and clew, which reduces stretch in those high stress areas making the sail perform better on a reach.

CLOTH

We use Bainbridge* Ripstop Nylon, exclusively. Bainbridge Nylon has the lowest porosity of any spinnaker nylon due to tighter packing of the threads. Therefore, Bainbridge Nylon stretches less than other spinnaker nylon. Many imported sails are made of inferior materials.

CONSTRUCTION

Each seam in the **DUAL RADIAL R&R** is folded in a lapped or french seam. The seam, therefore, has four layers and no raw edges showing. This coupled with the special three-step stitch results in the strongest seam known for nylon.

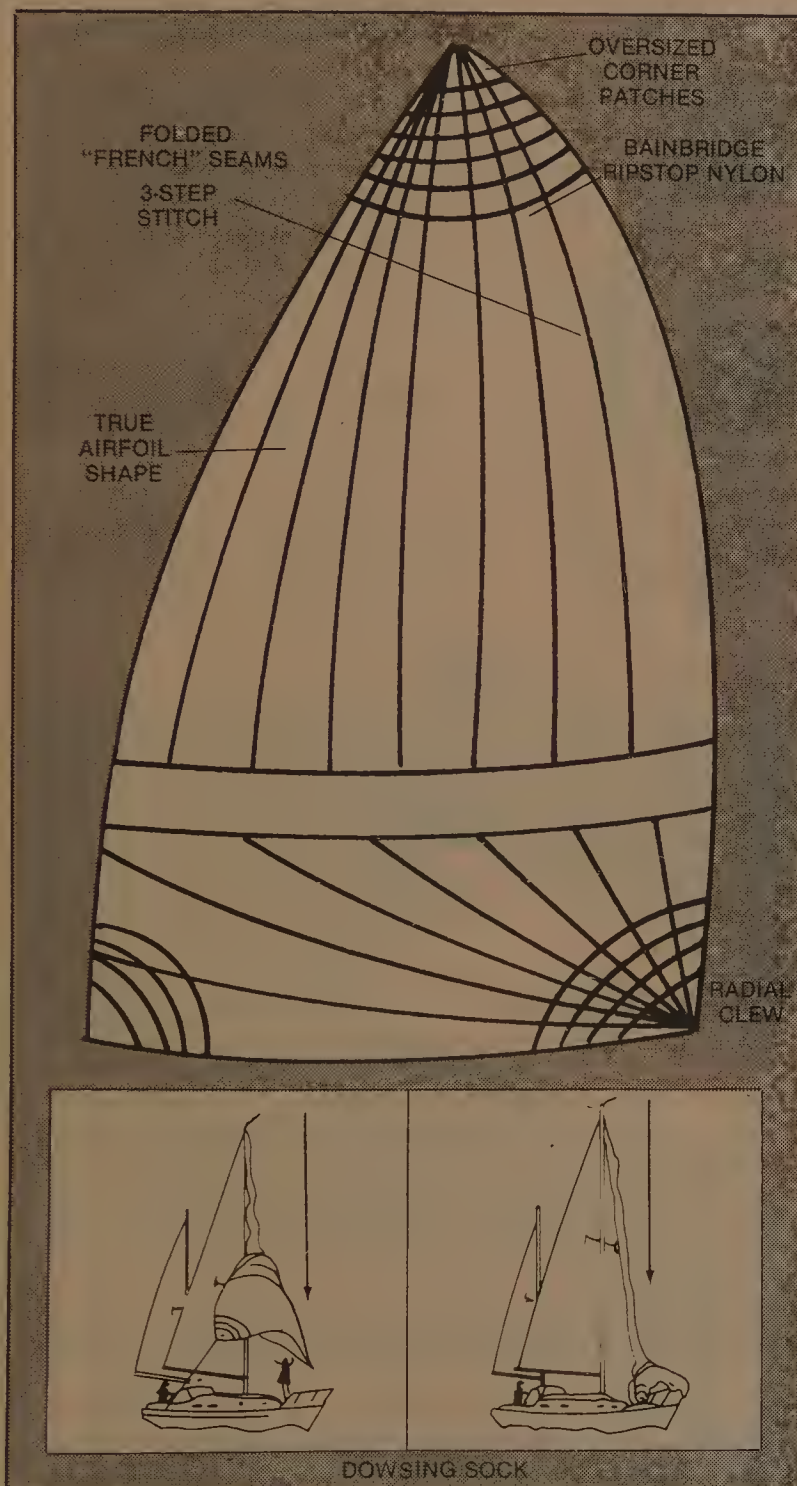
HANDLING

NO POLE . . . The **DUAL RADIAL R&R** runs quite well without a pole. The dowsing sock also helps to make the **DUAL RADIAL R&R** very easy to handle. Just pull the sock up to set the sail and back down again to drop the sail.

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Even though the **DUAL RADIAL R&R** is the "state-of-the-art" in cruising spinnakers, it is still very economically priced, as are all Windjammer Sails.

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32' LOA; 15,500 displ; Powerful 90 hp diesel
INTRODUCTORY: \$59,950

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23' Ranger, 1972 3 frm 12,450	38' Pearson, 1984 Reduced	139,000
24' J-24, '81 14,900	38' Hans Christian, T 99,500
25' Coronado, '69 7,000	38' Morgan, '78, exceptional	87,500
25' Cal, 1973 10,950	39' Ericson, 1971 57,500
25' Meridian, '61&'64	2 frm 9,500	39' Cal, tri cabin, 1980 95,000
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29' Cal, (2), 1974 25,900	50' Gulfstar, 1977 Make Offer
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30' Pearson, 1976 29,950		
30' Cal 2-30, exc cond 28,950		
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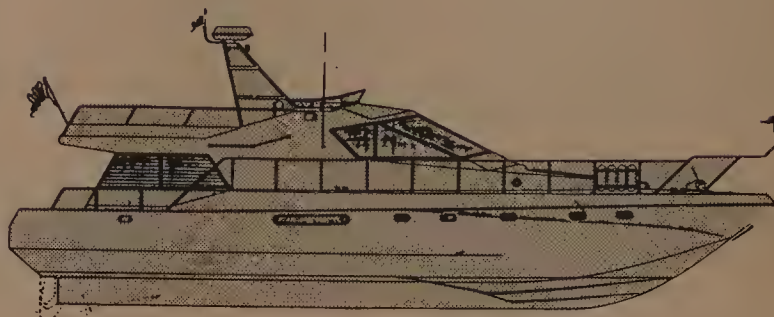
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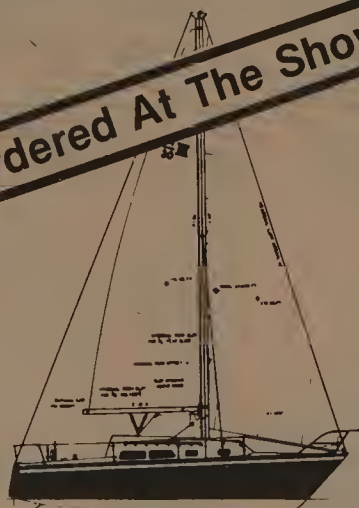
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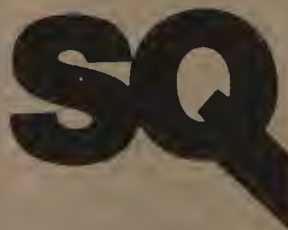
"A lot to boat for the price"

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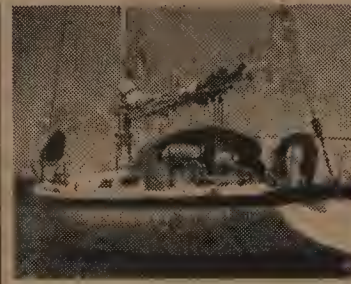
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22' Santana.....(2) frm	5,300
23' Aquarius slp.....	6,300
23' Cox slp.....	5,000
24' Balboa slp.....	15,900
25' Coronado slp.....	5,900
25' Lancer slp.....	8,950
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26' Thunderbird slp.....	8,365
27' Nor'Sea slp.....	39,900
27' Albin-Vega slp.....	23,000
28' O'Day slp.....	38,000
28' Columbia slp.....	19,900
28' Pearson Triton.....	15,000
29' Yamaha slp.....	38,000
30' Contest slp.....	25,000
30' Catalina slp.....	30,500
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30' Odyssey slp.....	22,000
30' Santana slp.....	25,000
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42' Mariner ketch.....	84,500
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Very Good \$115,000



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Great Cruiser \$110,000



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38 MK II

Length Overall	46'0"
Length on Deck	37'9"
Length Waterline	33'0"
Beam	12'6"
Draft	6'0"
Displacement	27,500 lbs.
Ballast	10,300 lbs.

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FINN 351

Length Overall	35'3"
Length Waterline	27'6"
Beam	11'5"
Draft	5'10"
Displacement	11,464 lbs.
Ballast	4,586 lbs.
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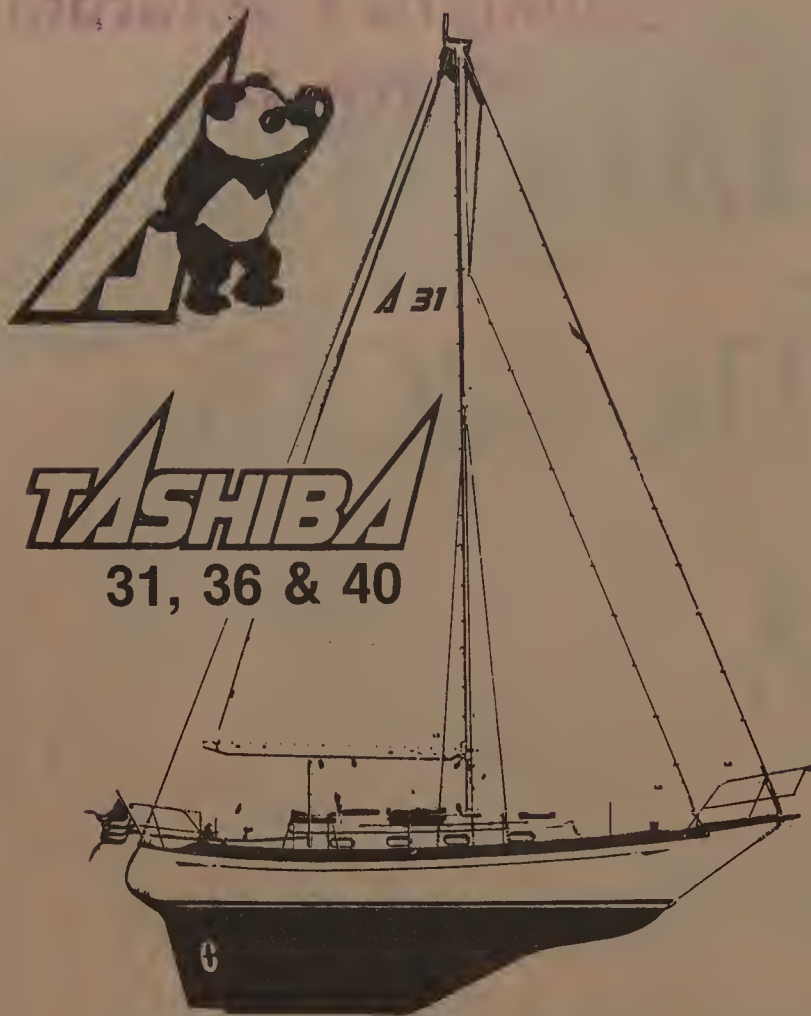
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*36' Islander, '80	89,000.
*36' Alden, wood, Malibar Jr. '54	19,900.
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CALENDAR

Nonrace

February 3 — "Ruby Shines on the Bay", a lecture by Josh Pryor, 7 p.m., Oceanic Society, Room 300, Bldg. C, Ft. Mason. \$2 donation. 441-5970.

February 5 — Concentrated class in Celestial Navigation. Offered by Oceanic Society; taught by Sam Crabtree. Limited to 10 students. 441-5970.

February 13 — "Tides and Currents", a lecture by Kimball Livingston at the Bay Model Visitor's Center in Sausalito, 7-9 p.m. You ain't seen a visual aid until you've seen the Bay Model in action. Ed Griggs 332-3871.

February 15 — Islander Bahama Association meeting, Encinal YC, 7 p.m. Come get acquainted with the best "plastic classic" fleet on the Bay. Sandi Harris 922-6334.

February 22 — Coast Guard/YRA Seminar on safety afloat, Government Island, Alameda, 9 a.m. You can never be too thin, too rich or too safe. YRA, 771-9500.

February 22 — "Modern Yacht Construction", a free monthly seminar by Peter Minkwitz. D'Anna Sailing 451-7000.

February 25 — Gary Mull will discuss the Golden Gate Challenge and the current crop of 12-meters, among other topics, at the Diablo Sailing Club's monthly meeting at Heather Farms Community Center in Walnut Creek. Visitors welcome. John Gulliford 820-2953.

March 1 — Small Craft Marine Diesel program begins at Technical Education Institute, Pt. San Pablo Yacht Harbor. Learn what makes diesels tick and what to do when they won't. Six five-hour sessions, \$225. 233-3623.

March 1 — Pacific Cup Auction, Ballena Bay YC, 7:30 p.m. All proceeds go to help finance the Hawaii Race. Marina Eisenzimmer, 969-8521 eves., or BBYC 523-0612.

March 4 — USCG Auxiliary Sailing and Seamanship class, Bay Model Visitor's Center, Sausalito. 13 sessions, twice a week, 7:30 to 9:30 p.m. 331-8009.

March 15, 1493 — Christopher Columbus sails into Palos Harbor, Spain aboard the *Nina* after his 11-month voyage of discovery to the new world. (He lost *Santa Maria* off Haiti.)

March 28-30 — American Sailing Association Instructor Qualification Clinic, Olympic Circle Sailing Club. Richard Jepsen, 843-4200.

April 6-11 — Women's Offshore Racing Clinic/Race Series, California YC, Marina Del Rey. See *Racing Sheet* for more info or call Betsy Walker at the USYRU, (401) 849-5200.

April 11-12, 1983 — Averaging 18 knots for 24 hours, the 60-ft French catamaran *Jet Services II* clocks a day's run of 433 nautical miles. The day's run record was set the next year by *Formula TAG*, an 80-ft Canadian cat. They logged an incredible 512 nautical miles; an average of 21.6 knots.

April 16-20 — San Francisco In-The-Water Boat Show, Mariner Square, Alameda. Lots of boats, accessories and pretty girls. Karen Thompson 523-0922.

April 27 — Opening Day on the Bay. The theme is "Disney on Parade Salutes the America's Cup." Let's win this one for the Mickler.

April 18, 1775 — Paul Revere takes his famous midnight ride. Twenty-five years later, Revere, a silversmith by trade, perfects a method for manufacturing sheet copper, which was used as antifouling on *Constitution* other ships of the period.

Racing

January 29 — Santana 22 Association presents Paul Kamen speaking on "The 1985 Yacht Racing Rules: Seven Areas of Confu-

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CALENDAR

sion." There are only seven? 8 to 9 p.m., Berkeley YC. Everyone welcome. \$5 donation. Mark 278-9320 eves., 423-2924 or 422-4962 days.

February 1 — Womens' Racing Association Winter Series Race #2, Tiburon YC. Liz Ferrier 567-9314.

February 1 — Race Management Seminar, St. Francis YC, begins 9 a.m. Part of YRA Certified Race Officer program, but open to all interested parties. Small lunch fee. Reservations required. YRA, 771-9500.

February 1-28 — SORC series. 2/1-2/2, St. Pete to Boca Raton and back; 2/9, St. Pete to Ft. Lauderdale; 2/20, Lipton Cup, Biscayne Bay; 2/22, Ocean Triangle; 2/25, Miami to Nassau; 2/28, Nassau Cup.

February 2-12 — DHL Guam Cocos Cup. God knows why they picked Guam, but \$80,000 in prize money will probably be enough to attract 100 boardsailors to this yearly event. For more, contact Guam Cocos Cup, c/o Pan Pacific Sports, Ilikai Hotel, Suite 102, 1777 Ala Moana Blvd., Honolulu, HI 96815.

February 6 — Santana One Design Association presents Kame Richards speaking on "Racing Tactics: Starts and Mark Roundings." Tactics? Isn't staying in front of everybody else all you have to do? All welcome; \$5 donation. Mark 278-9320 eves., 423-2924 or 422-4962 days.

February 7-20 — International 12-Meter World Fleet Racing Championships, Fremantle, Australia. Keeping the course warm for the America's Cup.

February 15 — Start of the third leg of the Whitbread Round the World Race from Auckland, New Zealand.

February 20-27 — MEXORC '86. Contact Mexican Sailing Federation, 227 Colton St., Newport Beach, CA 92663. Bob Higgins (714) 739-8100.

February 22 — Pacific Cup Seminar, Ballena Bay YC, Alameda, 10 a.m. to 5 p.m. This first of three seminars will cover provisioning, preparing the boat for offshore racing, safety equipment and advice from those in the know. Marina Eisenzimmer 969-8521 evenings.

February 26 — "Racing Tactics", a seminar co-sponsored by the Corinthian YC and the Knarr Association; CYC, 7:30 p.m. The panelists for this one are Steve Taft, Chris Boome, John Kostecki and Jeff Madrigali — hubba, hubba, hubba. Free to all interested sailors. For \$7.50, all interested hungry sailors can come at 6:30 and enjoy no-host cocktails and spaghetti feed. Reservations required. CYC 435-4771.

March, 1971 — Mark Johnson's *Windward Passage* sets the record for the Miami to Montego Bay race: three days, three hours, 40 minutes. Having gone through several rig and keel updates, the mighty *Passage* is still racing under a new Australian owner.

March 1 — Ann Shellabarger Memorial Regatta, sponsored by SFYC and WRA (Womens' Racing Association). Liz Ferrier 567-9314.

March 1 — Pacific Cup Seminar, Ballena Bay YC, Alameda, 10 a.m. to 5 p.m. Topics for this second of three PC seminars are health emergencies at sea, electronics. Marina Eisenzimmer 969-8521 evenings.

March 5 — "How to Win the Pete Smith Series," a MORA (Midget Ocean Racing Association) lecture, Golden Gate YC, 7:30 p.m. Everyone welcome. Come and meet the sailors who race outside the Gate. 681-4150 eves.

March 6 — "Jib Trim and Design, Featuring Photos of Jim Lindsey's Jib," the last in a series of three racing seminars sponsored by the Santana One Design Association. Russ Williams of Eclipse Sails and a "special rock star guest" are the featured speakers. Berkeley

~ AÑO NUEVO RACE



March 8-9, 1986

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Phone: _____

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Yacht Type: _____

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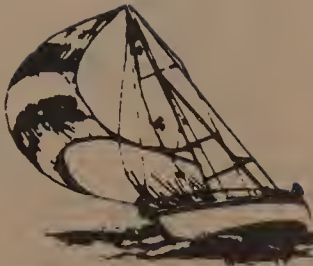
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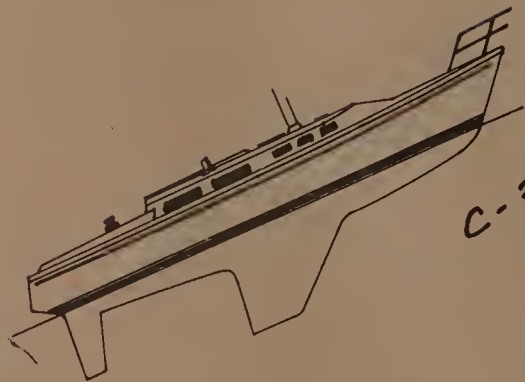


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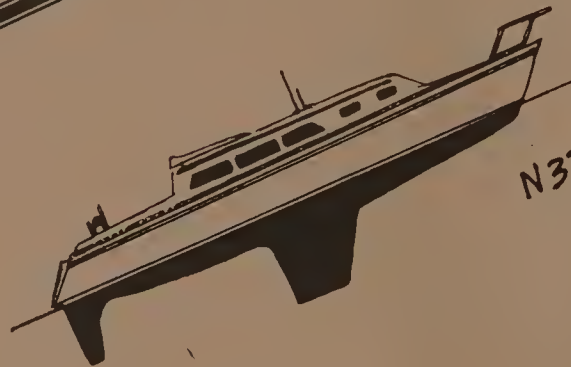
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C-34



N33



G32

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Mike Schwayer

CALENDAR

YC, \$5 donation. Mark 278-9320 eves., 423-2924 or 422-4962 days.

March 8/9 — Ano Nuevo race. Break in the '86 racing season with this 80 miler from Monterey to San Francisco and back. Monterey Peninsula YC hosts. Call Dana for an application at (408) 372-9686.

March 9 — First Lake Merritt Sailing Club race of the year. Toro! Toro! Toro!

March 14 — Miami-Montego Bay Cup Race. An old favorite revived.

March 15 — Pacific Cup Seminar, Ballena Bay YC, Alameda, 10 a.m. to 5 p.m. Meteorology, sail selection and more will be covered. Marina Eizenzimmer 969-8521 evenings.

March 15/16 — Richmond YC's fourth Annual Big Daddy Invitational. Parties, food, t-shirts and about the most fun you can have with an IOR boat. Malcolm Gregory 326-6484 or RYC 237-2821.

March 15/16 — Protest Management Seminar. An intensive examination of every imaginable aspect of protesting. Open to everyone who has served or ever plans to serve on a protest committee. \$15 fee. Reservations required. YRA 771-9500.

March 22-23 — 21st Annual Camellia Cup, Folsom Lake. Open to all one-design yachts 12 feet and up, including multihulls. Dave Nemzek, (916) 481-7173 or Tom Page (916) 488-6465.

March 22-23 — Wheeler Regatta. IOR/PHRF Invitational. Bobbi Tosse 939-9885.

March 24-31 — Jamaica Race Week, Montego Bay, Jamaica. Ya mon, a wholodda fun.

March 30-April 6 — Sea of Cortez Race Week. La Paz to Isla Partida. 383-8200.

April 5 — Doublehanded Lightship Race. IYC sponsors. Half the proceeds go to United Cerebral Palsy. Paul Mazza 769-8257.

April 12 — Doublehanded Farallones Race. Race to the Rocks with a friend in this BAMA (Bay Area Multihull Association) event. Don Sandstrom 339-1352.

April 26-27 — Second Annual Konocti Cup, Clear Lake. Leave the foulies home and bring the suntan lotion. A fun race in a beautiful location. Jim Ziebell (707) 277-SAIL.

Midwinter Series — Metropolitan YC — 2/8-9, 832-6757.

Golden Gate YC — 2/2, 346-BOAT.

Sausalito Cruising Club — 2/1, 3/1, 495-6500 or 332-9349.

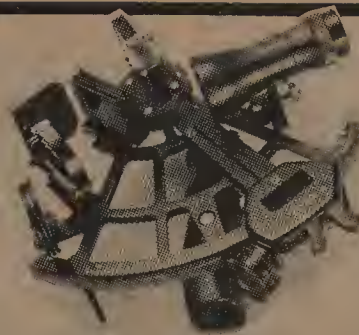
Corinthian YC — 2/15-16, 435-4771.

Richmond YC — (SBRA)2/23, 237-2821.

Ballena Bay YC — 2/15, 3/1, 3/15, 3/29, 4/12. 523-0612 or (408) 377-0879.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!



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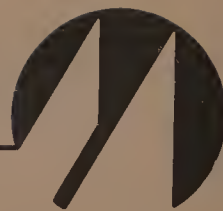
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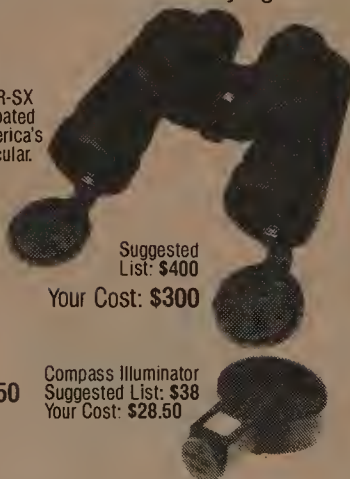


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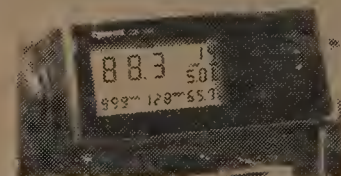
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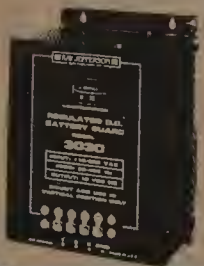
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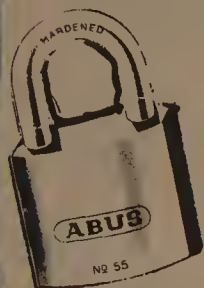
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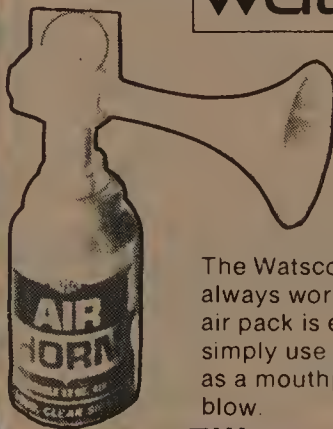
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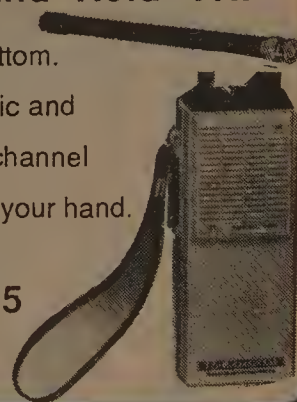
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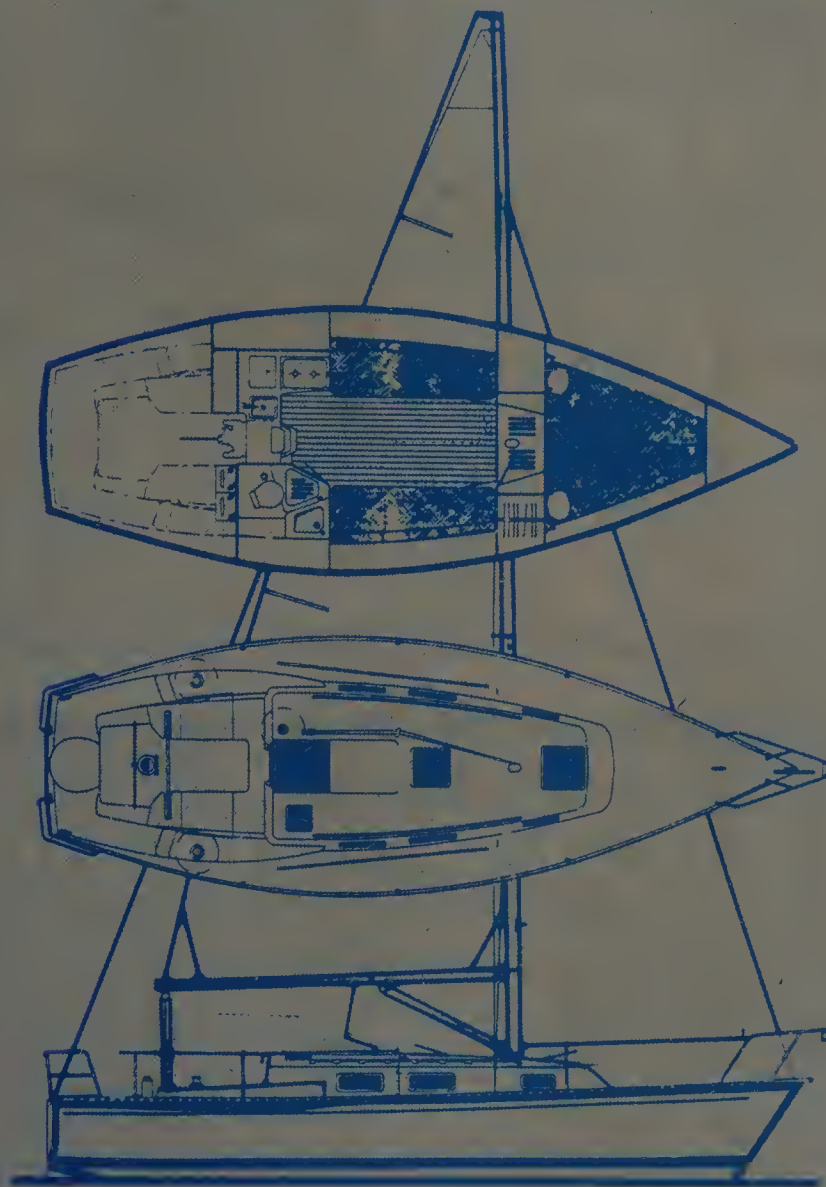


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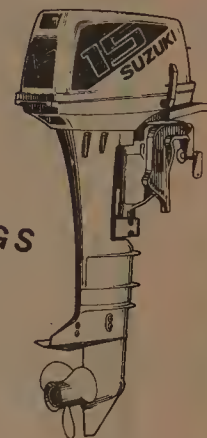
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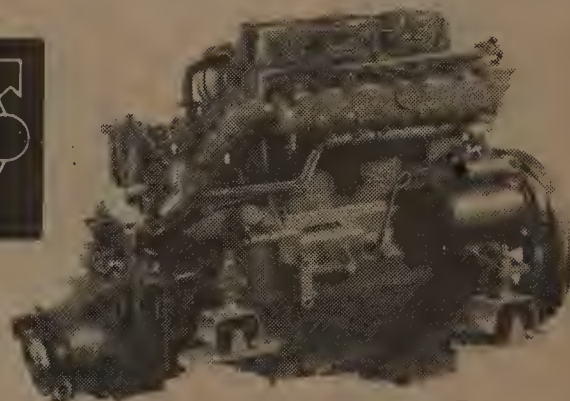
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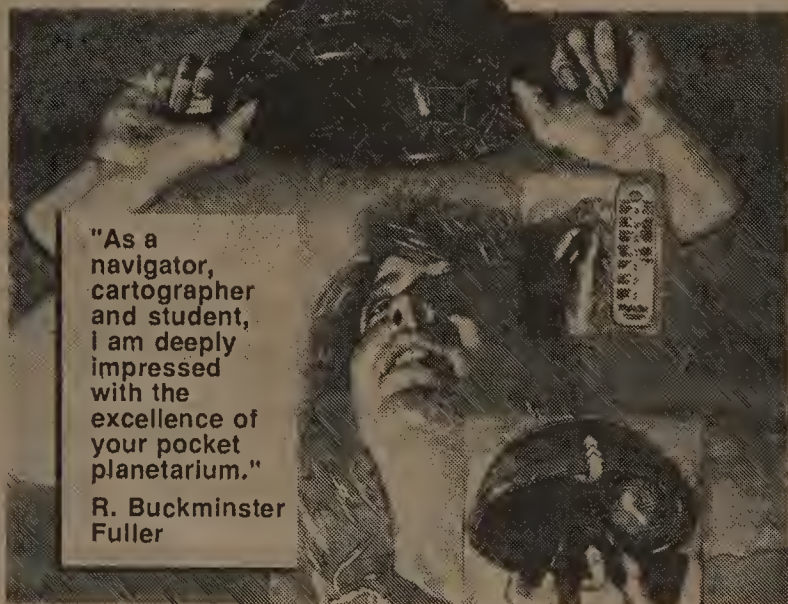
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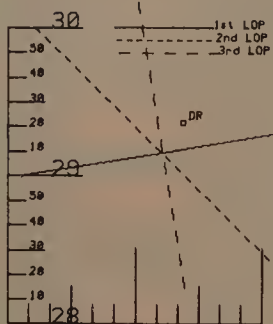
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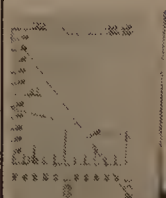
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115.3726

0.5mi Frm. 1st DR

True Crs = 310.0

Ht. of Eye = 11.0ft

3LOP FIX: 29.0908

115.4733

DCL GHA

-14.3802 108.4834

49.4851 26.3845

29.0109 76.0943

a Zn

MARS 10.5 170.5

MIRF -14.8 44.3

ALPH -10.6 80.6

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45.4616 45.3139

22.2736 22.3656

55.3606 55.4253

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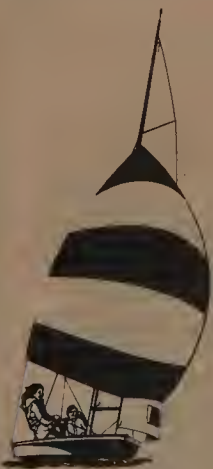
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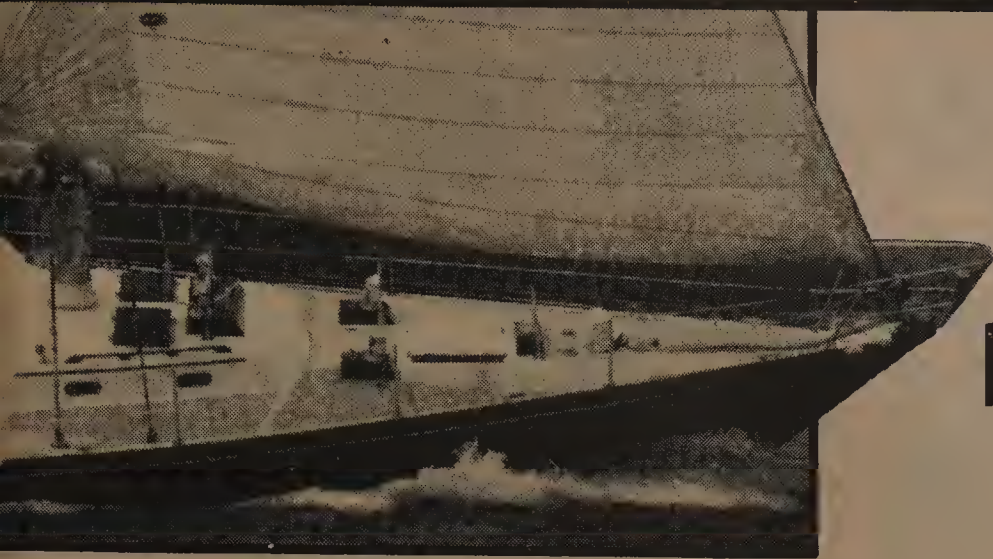
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(415) 897-4713

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T-Shirts \$10.95

Long-Sleeved
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Navy Or Red
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California
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Free Shipping
To Latitude 38
Customers Only

NADALIN YACHT SALES



MORGAN 41 - Perfect liveaboard tri cabin layout. 2 separate heads & showers. Room, room and more room. \$79,500



LA COMTE 38 - Mexico, Hawaii, Tahiti, this boat is ready. Owner has spent last 4 years preparing boat. Come look and then decide. \$79,900/offer.



ERICSON 32 - Boat must go. Owner is 2 boat owner. New doger, new diesel with less than 30 hours. Boat is extremely clean. Make Offer



PEARSON 26 - Alberg's classic full keel cruiser. A legend! Nicely equipped. \$11,900.



ARIES 32 - Classic cruising yacht, well founded, loaded, clean. Try \$34,500.



MORGAN 33 - Set up to live aboard, nice new dodger, diesel, heater, shower! \$45,900



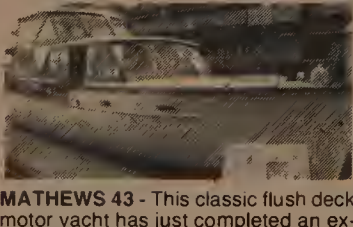
HUNTER 34 - Sedan, galley down, dinnette opposed, great liveaboard. \$17,900.



COLUMBIA 34 - Seven sails, very roomy, liveaboard. Special. \$33,900.



2850 BAYLINER
Contessa 85. Must be seen. Nice aft cabin!



MATHEWS 43 - This classic flush deck motor yacht has just completed an extensive refit and haulout. A huge owners stateroom aft. Twin 354 Chryslers in excellent condition. Comes with a liveaboard berth. \$39,900.

LIVEABOARD

Tired of paying rent? Maybe the unique style of living aboard is for you. Let the liveaboard specialists show you how. Pride of ownership, freedom of yachting. You can have it all. Located mid-peninsula. Next month's rent can put you in your own yacht. Call the liveaboard specialists today.



SMART MONEY SPECIAL!



DOWNEAST 45 - Beautifully equipped with radar. Generator battery charger. Extras to numerous to list. Tahiti calls. Reduced \$50,000. \$129,900



FORCE 50 - Nicest maintained Force 50 on the west coast. Hudson built American rigging, big diesel generator, incredible teak interior decks. The ultimate in liveaboard comfort. \$135,000.

Where the inexperienced buy New, the smart money finds value and quality in Used Boats.

(415) 364-4641

Peninsula Marine
Redwood City
Whipple Avenue Exit, East

LETTERS

ON THE READER SURVEY

Re: your question on the use of display ads for reference and support of display advertisers in your December 1985 issue — I hate the way ads are presented in your magazine. It always puts me in a bloody mood just spending time bypassing the inordinate and growing number of pages of ads at the beginning of the magazine. They are also littered throughout the Letters section and other parts of the magazine in an obtrusive, annoying fashion.

I do use your classified ads section, however, and have leased boats, found partners, and bought boats advertised there. I think ads belong at the back of the magazine, easily found and preferably arranged by type: boats for sale, partners wanted, equipment for sale, etc. I have never bought anything advertised in the flashy, hype ads at the beginning.

I like *Latitude 38* on the whole, less than I used to since the number of ads seems to be growing uncontrollably and to now outnumber by far the number of features, but I find that when I need an informed, reasonably unbiased opinion on a boat or a piece of equipment I am considering buying I have to go to other magazines, for example, *Yachting World's* (June 1985) 18-page article on the relative vices and virtues of ten 32-35 foot sailboats.

I understand that *Latitude 38* is under severe constraints as it is supported by advertisers rather than consumers. However, it is unlikely that *Latitude* will ever be able to exist on reader subscriptions as long as it is more responsive to advertisers' needs rather than to those of the consumers. This seems rather a shame as the staff of *Latitude* obviously has an in-depth knowledge of sailing and of the practical business of purchasing the boats and equipment necessary to enjoy it and they could write fine, comprehensive articles comparing different types of equipment, boats, etc. if they had the latitude to do so.

Ornaith Murphy
Oakland

Ornaith — A couple of comments, if we may.

The display ads are placed using the format *Esquire* used back in its heyday, which is basically put them all in front. And what's wrong with that? You may note it's similar to the format used by *Yachting World*. If you have no interest in these display ads, you can simply concentrate on the Letters, Loose Lips, and Calendar features which weave their way through that part of the magazine.

As for display ads "growing uncontrollably", they were actually down slightly in 1985 from 1984. We keep pretty close track of stuff like that.


Under "severe constraints" because we are supported by advertisers? That's simply untrue. From time to time a potential advertiser will approach us with the offer to place an ad if we give editorial support in return. Each and every one of them — much to the chagrin of the ad sales department — is told that the advertising and editorial departments are completely independent. We publish what we think is the best stuff we get, and have done so since the first issue. We think that's the best long range way to attract readers, which is the best long range way to attract advertisers.

As for existing on reader subscriptions, whatever gives you an idea that would be a goal of ours — or any other publication? True, there is the newsletter genre of that nature, for which you can expect to pay about \$50 a year for less editorial than you get in a single free issue of *Latitude 38*. It's a judgement call, but we prefer it our way.

As for 'comparative tests', we don't do them because deep down in our hearts we think they're a fraud. Take *Yachting World's* ambitious comparison of ten different boats. How many times did they

Eagle Yachts & Farallone Yacht Sales Inc.

Catalina YACHTS



Catalina 25
\$13,500

Catalina 30
\$35,000

Catalina 27
\$23,900

Fuji 35
\$69,000

Ranger 26
\$14,000

BROKERAGE LISTINGS

EAGLE Y.S.			
'64 20' Cal	\$5,500	'71 29' Ranger	22,500
'70 22' Bristol	8,900	'82 30' Capri	28,500
'85 22' Capri	10,400	(2) 30' Catalina frm	29,995
'73 22' Catalina	5,900	'69 30' Ericson	27,500
'76 22' Catalina	6,200	'77 30' Yamaha	38,000
'78 22' Catalina	7,295	'79 32' Pearson	55,000
'80 22' McGregor	4,400	'67 29' Columbia	16,500
'65 24' Bahama	6,995	'71 34' Columbia	30,900
'69 24' Bahama	7,800	'80 34' Wylie	65,000
'63 24' Cheoy Lee	9,995	'71 35' Finsalter	39,950
'77 25' Bayliner	13,500	'79 36' C&C	88,000
'77 25' Catalina	14,500	'72 36' Islander	55,000
'80 25' Catalina	13,900	'77 36' Islander	75,000
'71 25' Vdr Holland	16,000	'79 47' Gulfstar	165,000
'69 26' Ericson	10,995	'72 50' Columbia	90,000
'69 26' Folkboat	18,000	'70 46' Grnd Banks	155,000
'70 26' Folkboat	14,500		
'73 27' Catalina	17,900	FARALLONE Y.S.	
'75 27' Catalina	17,500	(3) 22' Catalina frm	\$6,200
'77 27' Catalina	18,500	'78 23' O'Day	Offers
'78 27' Catalina	19,900	'68 25' Cal	9,300
'82 27' Catalina	22,500	'78 25' Catalina	15,000
'84 27' Catalina	27,800	'77 25' Catalina	15,500
'72 27' Coronado	14,900	'80 25' Catalina	15,500
'75 27' Cal 2-27	21,995	'80 25' Catalina	16,800
(2) 27' Ericson frm	23,800	'81 25' Catalina	13,500
'76 29' Cascade	27,500	'84 25' Catalina	15,000
'74 30' Cal 3-30	29,995	'69 26' Columbia	11,950
		'76 26' Ranger	14,000
		'78 27' Nor'Sea	40,000
		'75 27' Cal	24,500
		'71 27' Catalina	13,000
		'75 27' Catalina	17,500
		'78 27' Catalina	15,500
		'78 27' Catalina	18,500
		'81 27' Catalina	23,000
		'82 27' Catalina	23,900
		'74 29' Seafarer	12,000
		'80 30' Catalina	34,500
		'75 30' Catalina	28,000
		'76 30' Catalina	26,000
		'77 30' Catalina	28,000
		'78 30' Catalina	31,900
		'82 30' Catalina	35,900
		'80 30' Catalina	35,000
		'82 30' Catalina	38,000
		'83 30' Catalina	38,900
		'84 30' Catalina	38,500
		(2) 30' Nonsuch frm	67,500
		'83 31' Hunter	40,500
		'78 33' Ranger	43,500
		'76 35' Fuji	69,000
		'82 36' F-3	115,000
		'78 36' Islander	67,000
		'79 38' Morgan	62,000
		'73 45' Columbia	139,500
		'79 46' Morgan	150,000
		'77 50' Gulfstar	149,000

Morgan • Catalina • Nauticat • Capri
Charter • Sail Boats • Investments
EAGLE YACHTS Coyote Point Marina, San Mateo (415) 342-2838
FARALLONE YACHT SALES INC. Mariner Sq., Alameda (415) 523-6730

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STEINER 7 x 50 COMMANDER



The ocean has no room for compromise, you're risking your life if you don't have the right gear aboard. A good binocular should be your most basic cockpit companion. The Steiner binocular is unbelievably bright, extremely rugged and lightweight. Steiner is the world's largest



Built-in bearing compass with illumination and range scale lets you see an object's direction and distance anytime, day or night.

military binocular manufacturer with over 40 years experience. Next time you need a marine binocular, don't compromise, get yourself a STEINER.

STEINER Military-Marine Binoculars

- super bright
- ultra light
- no-focusing (once set for your eyes)
- waterproof

Pioneer Marketing & Research, Inc.

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Westmont, NJ 08108
1-800-257-7742

OTHER MODELS AVAILABLE:



7 x 50 Pilot with compass (no light) non-mil spec. at great low price.



7 x 50 ADMIRAL (no compass) one of our finest 7 x 50 binoculars. Attractive navy-blue rubber armor.

DEALERS IN YOUR AREA:

Berkeley:
Whole Earth Access
2990 7th Street
415-845-3000

Los Angeles:
Chris Bock Instruments
13011 W. Washington
213-823-2322

Sausalito:
The Armchair Sailor
42 Caledonia St.
415-332-7505

Newport Beach:
Oceanview Instruments
2523 W. Coast Hwy.
714-646-3275

Durban-Wake & Assoc.
881 W. 16th St.
714-631-8835

San Rafael:
Whole Earth Access
863 E. Francisco Blvd.
415-459-3533

San Francisco:
Whole Earth Access
401 Bayshore
415-285-5244

LETTERS

take those boats out in how many different kinds of conditions? Once, twice maybe. And did they ever sail them all in 25 or more knots of wind?

You can purchase your next boat on the basis of an evaluation like that if you want, but we think you'd be acting under the delusion of an informed opinion. We've owned four different sailboats, and we didn't know what the heck any of them was really about until we'd sailed them for a full season in all kinds of different weather. So either Yachting World's got far better evaluaters than we could ever be — which is probably the case anyhow — or the whole concept is all puff and little substance.

The other problem with comparative tests is that too often our personal experience has shown them to be dead wrong. We've used top-rated products that weren't worth a damn and poorly rated ones that were superb.

All in all, O'naith, there's a lot of different ways to do a magazine. We try to do the very best job we can, and have to leave it at that.

□ OUR REPUTATION WITH WOMEN

I have just returned from a Womanship Sailing Cruise in the Virgin Islands. The week was spent aboard *Sharing II*, a Cal 39 out of Yacht Haven Marina, St. Thomas. We sailed up to Bitter End, Virgin Gorda and back. I loved it!

Our captain, Yvette Wirta, mentioned *Latitude 38* as a reputable organization to inquire to for employment opportunities in the charter boat industry. Please apprise me of sailing opportunities — charter or private — through *Latitude 38*.

Mary Oliphant
Lavallette, New Jersey

Mary — We hate to disappoint you, but there's some kind of misunderstanding here. In the first place, we're only a marginally reputable organization, secondly we don't have anything to do with getting people employment or the charter boat industry.

If you wanted to get into that business, we'd recommend showing up in St. Thomas and taking any job on a boat you can get. If you're a good worker and responsible, you'll make out all right.

□ LOST & FOUND

We are a Canadian sailboat transiting the west coast and lost our inflatable dinghy out of Bahia Tortuga, B.C. Mexico the morning of December 17.

We are requesting the help of any readers for the return of this dinghy. Description as follows: 12'4" Achilles inflatable; Grey with red bow dodger; *Homebrew* painted in large yellow letters on both sides; 9.9 hp Johnson outboard with lifting eye screwed in top cover.

As we are in transit please contact: Cameron Thornton, 1103 Caledonia, North Vancouver, B.C. Canada V7L 1J6. Phone: 929-6781, concerning the location, return and reward.

Robin Thornton
Yacht *Homebrew*

□ WHERE THE SIMILARITY ENDS

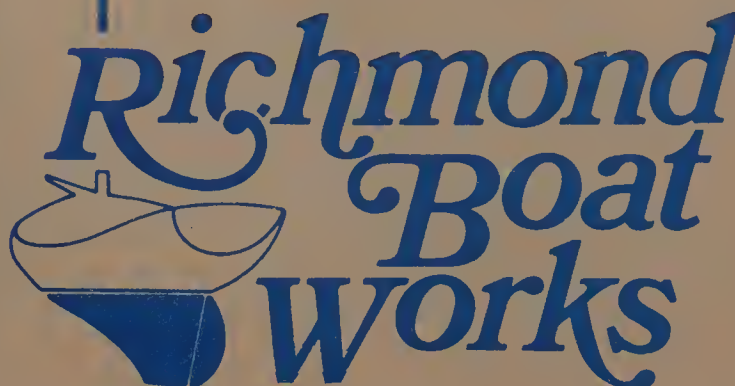
Your January issue article in the *Changes in Latitude* section about the experiences of a charter group in Greece needs some balance. It described the delights of such a trip, and there are many. But it did not give the other side of the story, and as with so many chartering experiences, there is another side.

In October this past year, another charter group, also from the Bay Area, followed the Cass Marina group to the same Greek Islands, used the same or identical Maxi 9.5s (32-foot Swedish built sloops),

QUALITY SERVICE FOR YOUR CLASSIC OR CONTEMPORARY YACHT

Complete: Keel • Hull • Paint • Spars & Rigging • Electronics • Hardware • Engines

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BEST PRICES IN CALIFORNIA



IN STOCK:
1GM-10
2GM20-F

New



Diesels

1 GM-10	sale priced	\$2364.
2 GM-20F	sale priced	\$3097.
3 GM-30F	sale priced	\$3668.

Atomic 4 Special Rebuilt Universal

Sale Price: \$1950

with rebuildable core in exchange
one-day installation at shop rates.



THE SCHUMACHER/OLSON 911-S HAS ARRIVED!

- Since the introduction of the Express 37, sailors have asked, "Do you have one like this 30-ft long?" Well, now we do.
- The 911-S is a *moderate displacement* cruiser/racer with the styling, engineering, finish work and design detailing of the Express 37.



VITAL STATISTICS

L.O.A.	29'11"
L.W.L.	25'0"
Displ	7200 lbs
Ballast	3200 lbs lead
Beam	10'4"
Headroom	6'
Auxilliary	18 hp diesel

- If you've been looking for a great family cruising boat or one-design race boat with the Schumacher touch, your search is over.
- Call for an appointment to inspect the 911-S today.

EXCLUSIVE CALIFORNIA DEALERS FOR EXPRESS YACHTS

- SOVEREL
- OLSON
- SPARKMAN & STEPHENS
- EXPRESS

CORLETT



BLASIER

2415 Mariner Square Drive, Alameda, CA 94501
(415) 522-5979

- CHARTER PLACEMENT
- BROKERAGE
- CUSTOM PROJECTS
- DONATION SPECIALISTS

911-S ONE-DESIGN FLEET

BUYER'S DAY

THE PLAN:

As you may know, Corlett & Blasier sent the Express 37 One-Design fleet off to a flying start by offering a very attractive five boat fleet package at the 1985 Cow Palace Boat Show. Only 12 months later we have 16 boats in the fleet. We planned the same great package for the 911-S fleet at this year's show.

THE GLITCH:

As many of you also discovered, our 911-S was not completed in time for the show.

THE SOLUTION:

Saturday, February 15 is 911-S Fleet Package Buyer's Day at Corlett & Blasier — for those of you who are seriously interested in purchasing a fleet package boat. Several banks have agreed to offer their great boat show rates for contracts signed this day only.

THE PACKAGE:

The package price of \$63,860 represents a \$5,000 savings on a boat ready to one-design race or cruise (non-package price \$68,860). It is limited to five boats only.


YOUR MOVE:

In order to give you proper attention, this day is by appointment only. Please call to make your appointment now — remember only five boats are available at this price.

ONLY 4 LEFT!

EXCLUSIVE CALIFORNIA DEALERS FOR EXPRESS YACHTS

• SOVEREL
• OLSON
• SPARKMAN & STEPHENS
• EXPRESS

CORLETT  BLASIER

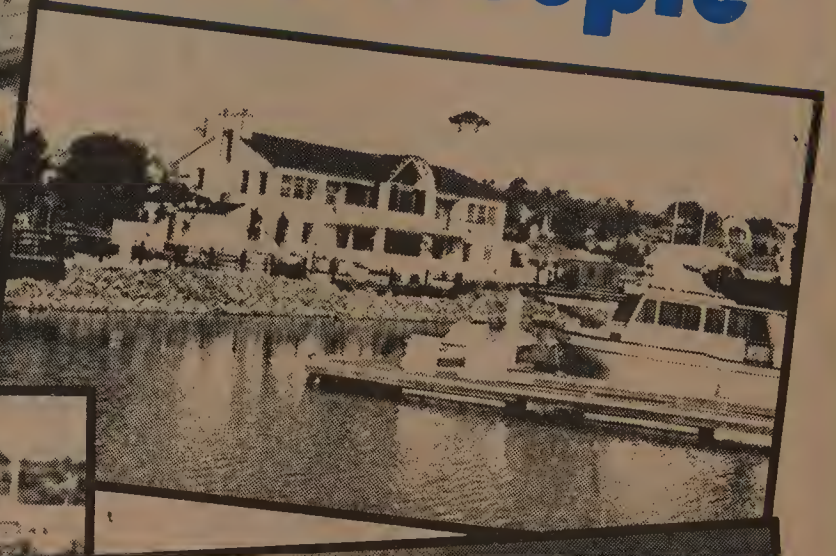
2415 Mariner Square Drive, Alameda, CA 94501
(415) 522-5979

• CHARTER PLACEMENT
• BROKERAGE
• CUSTOM PROJECTS
• DONATION SPECIALISTS

The City



The People



The Marina



The BEST Is In Benicia!

With all the conveniences of a walk-to-town location,
you also get the friendly service and personal attention you deserve.

Call us collect or stop by today.



Benicia Marina

We monitor Channel 16 VHF.

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266 EAST "B" STREET
BENICIA, CA 94510

LETTERS

and, I'm quite certain, used the same charter company — Island Sailing, an English company that charters throughout the Aegean.

The Greek Islands, their people, and the surrounding water was every bit as beautiful as the advertising suggests, but that's where the similarity ended. The Maxi 9.5's were in such a sorry state of repair that the safety of our lives was a serious concern throughout the two week affair. There were ten boats in our flotilla, and the following is just a partial list of the unsafe conditions that existed:

- two starter motor failures
- inoperable radios (several)
- shredded dock lines
- leaking shaft stern glands (two boats were nearly lost due to this)
- leaking hull valves
- one broken engine valve (and consequent loss of the engine for two days)
- inoperable bilge pumps
- no running lights (several)
- broken steering (two boats)

This list does not include all of the problems we had nor does it contain the conditions that were mere inconveniences and not life threatening. For example, on several boats there were inoperable showers, slack lifelines, and broken or missing furniture — including hatch covers. All but two of the boats in our flotilla had missing bowsprits, broken off in collisions with sea walls and not replaced.

Simply put, Island Sailing put our lives in danger. I'd recommend chartering in Greece, but steer clear of Island Sailing, and be wary of what might exist beyond the slick advertising.

Jim Woessner
Orinda

Jim — Before writing the short piece we looked through a lot of notes and letters provided by the people who went on the Cass' trip. There were several vague references made to the boats not always being in perfect operating condition, but we never followed up on them. Perhaps we should have.

□HELP IS ON THE WAY

If Kevin McGrath would like some help remembering the name of the ship he "could read . . . very plainly", I would be glad to help him with hyponosis at no charge. It probably would take about 30 minutes — perhaps at much as 90 minutes in two sessions.

Phil Loyd
Box 481
Belmont, CA 94002

Readers — Kevin and Pat McGrath's Westsail 32 was hit by a freighter on November 8th near Point Conception (Volume 103, Page 175).

□REBORN FREE

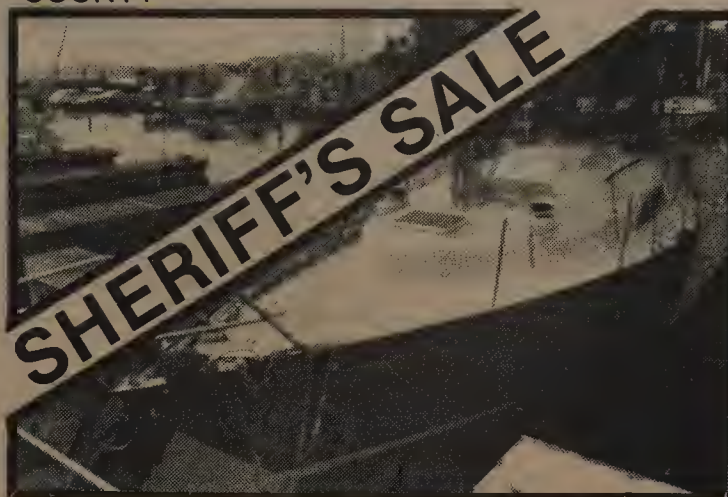
Hi. This is Ed Birkholz, owner of *Born Free*, the Westsail 32 that was in the Friday the 13th 0300 collision with the Danish freighter, *Lars Maersk*.

I had just gotten off watch at 0200 and had written in the log, 'Friday 13, oh well, what could go wrong, we're leaving the shipping lanes and heading SE for Morro Bay. Visibility 22 miles. Pt. Sur 15 miles to the north.'

We were under full sail in 12 knots from the northwest and had the lights on as required by law.

I was asleep at the time of this rude awakening, and came on deck

MARIN COUNTY



1969 DUFOUR SAILING YACHT

SPECIFICATIONS:

LOA 30'4"; Beam 9'10"; Draft 4'7"; Displacement 7,700 lbs
Sloop rigged. Fiberglass hull, deck and cabin with wood trim.
Auxilliary Yanmar diesel engine. Seafarer depthfinder.

Kenyon speed indicator.

Immaculate teak interior shows little use.

Current marine survey report available.

Offered in "as is" condition.

\$9,600 Minimum Bid (\$55,000 est. replacement value)

Date & Time: Tuesday, February 25, 1986 at 10:00 a.m.

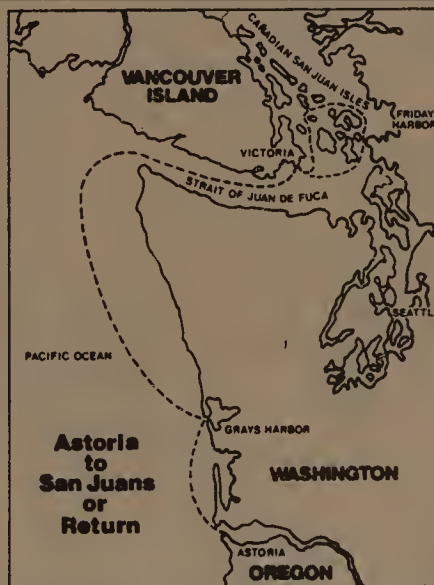
Place of Sale: Loch Lomond Marina, Berth B-17

110 Loch Lomond Drive, San Rafael, CA

Terms of Sale: Cash, money order or certified cashier's check

(Refer to California Civil Code of Procedures Section 701.510 to 701.680 inclusive)

For further information, contact Franchise Tax Board at (415) 557-0796



LEARN IT WHERE YOU'LL USE IT. OFFSHORE!

Six days from Friday Harbor to Astoria, or return.

With Emphasis on:

- Offshore Seamanship
- Heavy Weather Sailing
- Coastal Bar Crossings
- Fog, Coastal, and LORAN C Navigation

Sail with an experienced, licensed U.S. Coast Guard instructor. Each student (maximum 4) skippers the boat about one fourth of the 6-day coastal passage.

\$575.00

A Unique Adventure in Learning!

Leave Astoria:
May 31
June 14
June 28
July 12
July 26
August 9
August 23

Leave Friday Harbor:
June 7
June 21
July 5
July 19
August 2
August 16
August 30



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Cooperation
with BROKERS
EVERYWHERE
to help you find
your boat.

YACHTS

COMPUTER ACCESS TO OVER 2,500 BAY AREA LISTINGS

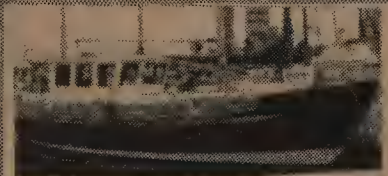
REAL ESTATE INVESTMENTS

SAIL	
59' Cstm Sll M/S, '80	295,000
56' Lion cutter	65,000
52' Columbia	150,000
50' Force	125,000
60' Piver Tri	295,000
49' Chinese Junk	95,000
47' Perry	144,000
46' Garden ketch	125,000



Coronado 41. Tri-cabin luxury, 6'6" hdrm & enormous aft cabin, designed for max. cruis'g comfort. Hi&dry cockpit amidships, remarkable value. \$67,500.

45' Garden ketch	125,000
44' Hardin	129,000
44' Peterson	130,000
43' Gaff ketch	12,000
43' Hans Christian	128,000
42' Irwin	98,000
41' Coronado	67,000
41' Freeport	115,000
41' Morgan	78,000
40' Cheoy Lee	85,000
40' Choate	98,000



Fisher 37. Cstm w/dual steer'g, afterdeck, lrg aft cabin, (2) heads, fully equipt for long distance cruis'g w/all gear/elect incl'g SatNav; bristol. \$97,000.

40' Freedom	158,000
40' Hinckley	97,500
40' Lancer	116,000
40' Valiant	127,000
39' Cal	60,000
39' Landfall	85,000
38' C&C	89,000
38' Easterly	79,000
37' Alden	40,000
37' Crealock	120,000



Brewer 44. Custom f/g 44' pilothouse. Full cruising equip, roller furling main/jib, air cond, 2 station steer'g, owner wants offers. \$103,000.

37' Fisher aft	97,000
37' Irwins	60,000
37' Pearson	78,500
37' Tayana	67,000

37' Tayana (2) frm	82,000
36' Cheoy Lee	85,000
36' Cheoy Lee Clipper	64,900
36' Freeport, (2) frm	70,000



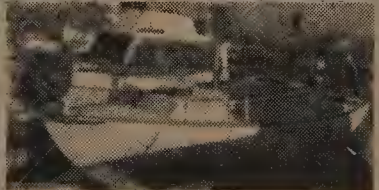
Orion 27. Pocket world cruiser, or liveboard diesel cutter. \$39,900.

36' Islander, (2) frm	37,500
36' Palmer Johnson	55,500
36' Pearson	60,000
35' Baba	86,500
25' Coronado, loaded	44,000
35' Fantasia	76,500
35' Pearson Alberg	45,000
35' Santana	58,500
34' Cal, (2) frm	30,000



Freeport 36. A or B interior. Elegant cruisers, best equipment available. Special cruising model has been to NZ and back. 2 from \$70,000-89,000.

34' Hunter	49,500
34' Morgan	29,500
34' Schooner	22,000
33' Hunter	39,000
33' Yamaha	44,000
32' Aries (3) frm	38,000
32' Bristol	50,000
32' Clipper	14,000
32' Columbia	36,000
32' Elite	55,000
32' Westsail (2) frm	57,000
31' Pearson	43,000
31' Cheoy Lee	40,000



Islander 34. Full keel cruiser. \$35,000.

30' Catalina, (3) frm	30,000
30' Ericson	37,500
30' Fisher aft	59,500
30' Newports	25,000
30' Pearson	26,500
30' Rawson	24,500
28' Cheoy Lee	34,500
28' Santana	24,500
28' Islander	29,900
27' Nor'Sea (3) frm	15,000
27' Orion	44,500
& Many More	

POWER

90' Blanchard MY, '22	\$110,000
60' Pacemaker (2) frm	235,000
58' Hatteras	395,000
56' Cantierre, '69	83,000
56' Cantierre, '69	83,000
53' Hatteras, '84	63,000
52' Bluewater, '82	210,000
50' Stephens	130,000
50' Ocean	250,000
50' Chris	130,000
50' Stephens, '60	160,000
48' Pacemaker, '75	135,000
47' Pacemaker	135,000
45' C&L	135,000
44' Gulfstar	180,000
43' Stephens	79,000



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LETTERS

to see a 600-ft wall of steel 30-ft high sliding down our starboard railing and my crew, Mark, jumping about and shouting.

The freighter knew about this happening, but didn't stop and didn't listen to channel 16 — they probably couldn't understand the strange language anyway.

The Rules of the Road are great on paper, but you better believe these people operate on the Mr. Big Theory.

Since they have taken over our shipping, our jobs, and our cargoes, they could at least stand a good lookout in coastal waters where we have left so many small ships.

I would like to add that if you are going to do these kinds of things, a Westsail 32 is the tough kind of ship to do them in.

Born Free is going to be better than ever when she leaves the Channel Isles Boat Works for Catalina — hopefully this week — and then to Hawaii in April.

Any suggestions as to what we should put on the new bowsprit? Evil eyes, perhaps, or dynamite, a robot?

Incidentally, the Coast Guard did a good follow-up on the information and boarded the *Lars* in San Francisco.

The boat people in Morro Bay were the greatest; the harbormaster and all the fine people at the State Park marina.

Ed Birkholz
Born Free

OUT OF NOWHERE

I have just recently become a subscriber to your magazine. Having just received your issue for January 1986, I read with fascination the article titled *Collision*. I would like to share a close call that happened to my wife and me while sailing with friends the weekend of December 28, 1985.

Our friends own a Cardinal 46 which they live on in Ventura Harbor. We often sail together and on December 28, 1985 we sailed to Santa Cruz for the weekend. The weather was somewhat wet, however, the seas and winds were very calm. We fully enjoyed our trip to Santa Cruz and the time we spent anchored there.

We left Santa Cruz Sunday afternoon, at about 3:00 p.m. The weather was calm and somewhat hazy. Our trip back to Ventura was quiet and even the hazy weather began to clear up. Shortly after dark we were about four miles from Ventura and I was at the wheel. We were under power at this point as the wind had died and we wanted to be in port by 9:00 p.m. As is standard practice we had the radar on and I was able to read the screen clearly from the wheel.

Because it was really very clear at this time and the shore lights were very easy to see, I was not paying very much attention to the radar. I would glance at the screen and generally watch for traffic in our area. We were beginning to prepare the boat for port and there was some activity on deck and I was trying to line up the boat with the buoy one mile from the entrance to Ventura Harbor. During this time I glanced at the radar screen and noticed two 'blips' at about 1/4-mile off our port bow that were going to cross our course. Because of multiple shore lights toward our bow I could not get a clear view of approaching traffic from the port bow area. I asked the people on deck to watch for this traffic as they were folding our 150 Genoa along the port side.

Shortly thereafter we spotted the first of the 'blips' crossing our bow. We could not miss it. It was a boat with several large lights in addition to normal running lights and the boat was rather large. By this time we were quite a bit closer to this boat and I prepared to change course to pass this boat by crossing its wake when it passed by. At this point, two thoughts passed through my mind. The first was I should take a closer look at the boat that was crossing our

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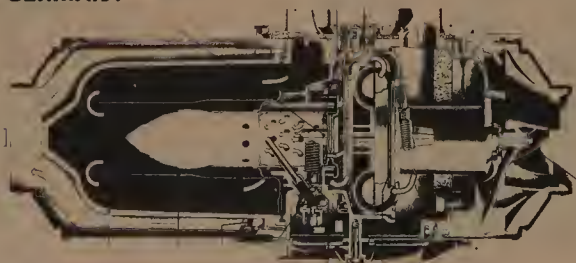
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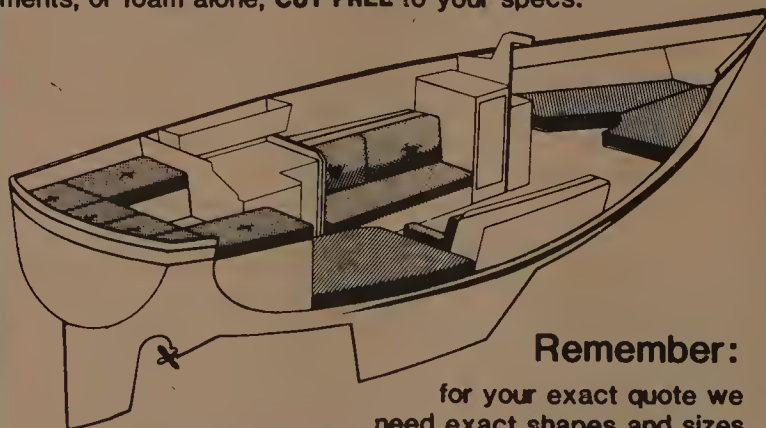
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LETTERS

course because of the unusual amount of lights. The second thought was that I had not seen the second blip on the screen yet. I determined that the second thought was more important than the first one and started to look for the second blip very closely. I first checked the radar and saw the second blip was very close at hand. I looked to the port and saw nothing. I immediately advised everyone on deck to find the second blip immediately. At the same time we all discovered that the shore lights were being blocked out to the port by a very large object. At that point we all realized that the first blip was a large commercial tug and the second 'blip' was a very large barge with no lights showing at all. The barge was about 300 yards behind the tug and invisible.

At this point I immediately changed course 110 degrees to avoid a certain collision with the tow line and/or the barge. I was amazed at how close we had come to a collision with this traffic under circumstances that should never permitted such an event. We were not really expecting this kind of traffic that close to Ventura as the normal shipping lanes are much farther out towards the islands.

Needless to say we were all very upset over this event and very surprised about the hazards that seem to come out of nowhere — even when you are watching the radar screen. Without the radar I feel we would have been sunk or heavily damaged, as we would not have seen the barge at all.

In any event, I thought you would be interested in this near miss in the same area and within a short period of time of the collision experienced by Pat and Kevin McGrath.

Keep up the great work. I love your publication and find it to be very informative.

Charles L. Preston
Simi Valley, CA

Charles — We checked with Lt. Whitson of the Inspections Department of the 12th Coast Guard District and he explained that a tug with a barge in tow should display the following lights on the tug: two vertical white masthead lights, the normal sidelights, and an amber towing light above the normal white stern light. If the barge is more than 200 meters behind the tug, there should be three white masthead lights stacked. A barge being towed should display side lights and a stern light.

That's wonderful on the open ocean where there are no other lights, but as you indicate, background shore lights can make such tows almost impossible to see. We're not sure if it's the smartest thing to do, but we always look for 'black masses' extinguishing the background lights as a sign of danger.

We've known people who've sailed over barge tow lines and people who've hit their keel on the tow lines. Both vessels survived, but the skippers indicated in the future they hope to stay farther away from barges.

□ DIFFERENT DISGUST

I read your interview with Bruce Perlowin [January, page 138] with great interest. I, too, am disgusted, but for a different reason than you.

I find it unfortunate that a man of such brilliance and entrepreneurial ability is confined to jail as a political prisoner. From your article — and it is your article — it appears that the man has more compassion than most government officials. Indeed, his only crime is satisfying a free (I use the word economically, not politically) market with a quality product. It just happens that a few pompous asses in Washington and Sacramento have deemed that the rest of us may not use these 'controlled substances'.

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LETTERS

Paul did not seem to engage in the routine lying, cheating, stealing, maiming, torturing and killing that is so common with our supposed benefactors in the DEA, Coast Guard and others. He actually came to the west coast so as not to be involved in such things.

No, I do not profess that the use of dope is a good idea. I also feel that people who smoke cigarettes and drink excessively are no less fools than those who use dope. But it is not up to me or Big Brother to judge such actions so long as they do not initiate force on others (as Paul did not appear to do). So, why such a 'war' on dope — which actually has more medicinal application than cigarettes and alcohol combined?

It is obviously entirely political. Must we create so many more Al Capon's during *this* prohibition? I must admit that it does give a lot of good excuses for larger police forces, wider search and seizure powers and in order to make someone a criminal all you have to do is plant some weed on them. Organized crime loves this 'war' — it means big profits for them.

Nay, it is not Paul's actions that are disgusting, but the actions of the authorities who continually raid our boats. I do not blame Paul for the raids, as he does not make them. I blame those who make them, those who have stated they are constitutional — the 'Supreme Court', which has no constitutional authority to interpret the constitution) and those who support them.

When will the American sheeple (sic) wake up to the fact that tyranny is not around the corner, it is already here? For example, the BCDC. (Sic *Semper Tyrannis*)

Many of the founding fathers of this country were smugglers and were condemned to death by the 'legal' authorities of their day. Washington grew dope by the acre and Hancock was known as "The Prince of Smugglers". Thomas Jefferson said, "What country can preserve its liberties if their rulers are not warned from time to time that their people preserve the spirit of resistance?" — not against the British, but during a tax revolt against the United States government.

Good job, Paul. I'd prefer you on my side to many others supposedly more 'acceptable'.

P.S. Other than your naive trust in the laws of this country and the benevolence of its government, you have a very excellent mag.

Tom Johnson
Bonhomme Richard

Tom — For some reason you drifted off and began referring to Bruce as Paul. You weren't by chance puffing on the magic weed when you composed your letter, were you?

Just kidding, of course.

As for your introduction to the Perlowin interview, we weren't precise about what we found disgusting, something we'd like to clarify now. Essentially, we feel there's a tremendous difference between growing your own weed and smoking it, and smuggling large quantities of it. The former is relatively innocuous in the sense that if there is a victim, it's pretty much going to be you. But the latter invariably leads to all kinds of problems, the severity of which this society is just beginning to feel. One only has to look to South Florida to get an idea of the major side effects: Justice too frequently on a cash and carry basis or from the barrel of a gun. Human life — even that of innocent bystanders — less important than a pound or two of contraband. Billions of business dollars going untaxed. And all that's just the beginning.

Of course these side effects are felt to a lesser extent elsewhere in the country, Northern California included. Lord only knows the number of drug trafficking murders in Oakland, the "All-American city" where pregnant women and grade school children have

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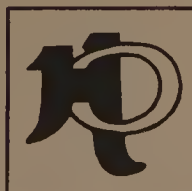
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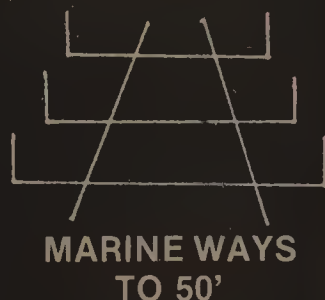


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LETTERS

stopped the bullets of your so-called 'political prisoners'. Of course smugglers' bodies aren't only found in the less prosperous towns either. They've turned up on the streets of exclusive Belvedere, too.

The problem with big time dope smuggling — as opposed to individual dope cultivation and toking — is that it severely cheapens the quality of life. And not only the lives of those involved, but everyone in the area. You'd have to be an ostrich to claim that big-time smuggling is a victimless crime.

Sure Perlowin is an intelligent and peaceful guy. Unfortunately big time smuggling is way bigger than any kind-hearted individual. Thus if you continue reading the series, you'll see how an intelligent and peaceful guy like Perlowin ends up using people who specifically wanted no part of dope smuggling. You'll see how a peaceful and intelligent guy like Perlowin ends up arming his boats, his home and his person. You'll see why being anti-smuggling is not the same as being anti-pot or anti-freedom.

□ STRICTLY ILLEGAL

This letter is a response — a negative one — to the article about Bruce Perlowin.

It is disturbing to me that you — a yachting and family type publication — would spend one drop of ink on a drip like this. His activities were strictly illegal, he got caught, the price he is paying is too little, and you make him out to be kind of a "folk hero".

I don't judge a book by its cover, but if the picture is for real I'm surprised that the man had enough intelligence to do what he was doing for so long without getting caught.

I will find next month's issue up here in the Northwest, and I will read the completion of the interview, but I'm still surprised you'd spend time on this guy.

The positive "stroke" for you is that I do see your magazine more times than not and I like it. Keep up the good work and I'm sure you'll have at least 206 volumes published.

Ned Flohr
Seattle

Ned — Folk hero? We don't see Perlowin that way at all, nor do we believe we portrayed him that way.

What we do think is important is that sailors realize what is going on out there, and judging from the response we've gotten, most had no idea.

□ HOODLUMS; ELECTED AND OTHERWISE

The calm and businesslike discussion of Perlowin on the operation of his drug smuggling and peddling empire is not surprising, for few criminals are really very uptight about their crimes. According to Lt. William Calley, the whole My Lai affair was "no big deal". In Shoa, the current nine-hour movie about the World War II Holocaust, many Nazis and other war criminals supply facts on their death camps as if they are talking about cookie factories.

All dangers and problems with drugs aside, the story is revealing because it shows United States DEA agents are still attending and even directing torture sessions overseas (in Peru, as mentioned on page 147, column 1), as they have been doing since the days of Richard Nixon. In those days, at one time things got so obscenely embarrassing (the Nixon era was not known for high morals in government) that Kissinger put out an explicit order prohibiting all United States Embassy personnel (including DEA agents) from being present at any "questioning" sessions. This order may have been forgotten or rescinded since then.

The DEA, since its very inception, has apparently been imbued

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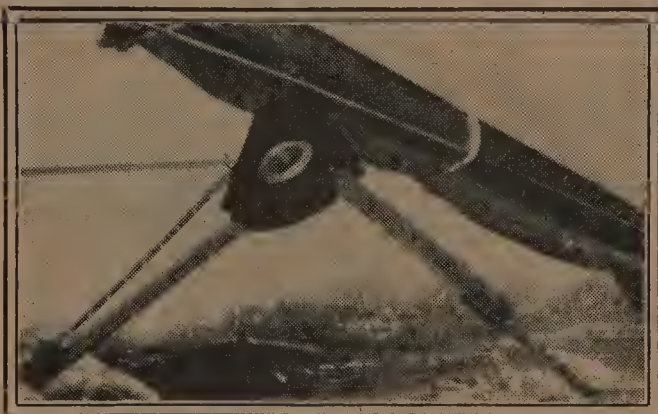
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LETTERS

with a mission of salvation similar to the inquisition priesthood under Torquemada, under which all means are okay since the ends are so noble. On a number of occasions DEA agents have improperly shielded criminals who were giving them help. Recently a DEA agent was discovered (in court!) to have not only tolerated the planning of a mugging, but to have driven the getaway car!

As individuals and as citizens, we should not only decide what to do about drugs; we should also decide whether we want to tolerate hoodlums in government. This is not a decision which was laid to rest with Richard Nixon. It must be made again for each new hoodlum.

Francis de Winter
President, Atlas Corp.
Santa Cruz

☐ ANONYMOUS GIBE

I was both saddened and enraged to read the anonymous gibe at Dana Prentice which appeared in the December issue of *Latitude 38*.

To give space and ink to such a gutless and vituperative tirade against Dana severely compromises the integrity of the magazine. Regardless of your accompanying reply which followed the letter, your printing of it sets a precedent for the perpetuation of malevolent gossip.

I have sailed with dozens of nautical types, but rarely have I sailed with anyone as enthusiastic, willing, brave and honorable as Dana. She sails on so many boats because she is dedicated and an asset as a crewmember.

Amy Bon
Santa Cruz

Amy — We agonized over that letter for a long time. On the one hand we could have just dropped it in the trash and forgot about it. But on the other hand we could run it, thereby dramatically demonstrating just how tough it can be for even an "enthusiastic, willing, brave and honorable" woman with 50,000 ocean miles to try and survive in the racing world. After all everyone would expect such attacks from men, but without just such a letter who would really believe such attacks could also come from fellow women sailors?

Ultimately we decided to run the letter because 1. it provided an extraordinary documentation of the main thesis of the original interview; 2. because Dana's the kind of person who can stand tall in the face of such an attack, and 3. because such letters invariably reflect worse on the author than the one attacked.

☐ CLASSY BUT SLOW CLASSIFIEDS

I ran an ad in your December issue of *Latitude 38*.

It took all the way until December 2 at 10:00 before someone called and the purpose of my ad was fulfilled.

If you can't do better than that in the future, I will have to take my business elsewhere.

Thanks.

Gary A. Sheerin
Carson City, Nevada

Gary — Please give us just one more chance, we promise someone will call by 9:45 a.m.

☐ WE WOMEN LIKE AND RESPECT EXPERIENCE

I really enjoy reading your magazine — and look forward to the next publication of the Crew List.

Whoever invented the Crew List needs to be congratulated! It has been the answer to fulfilling one of my big dreams — to sail the salty

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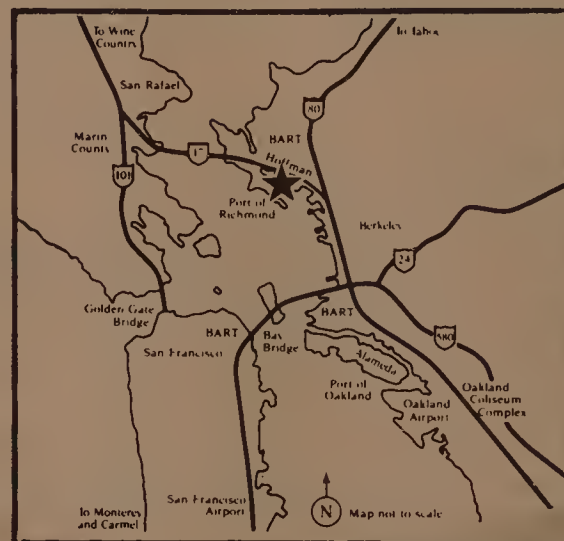
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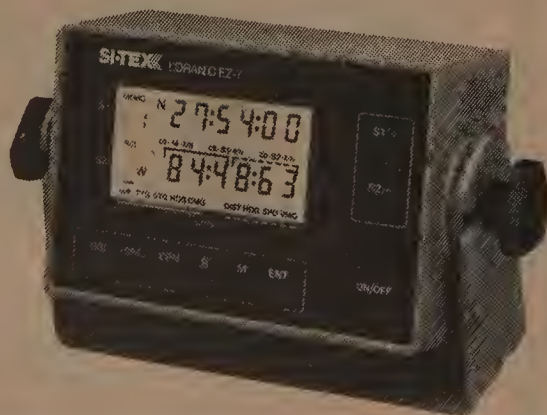
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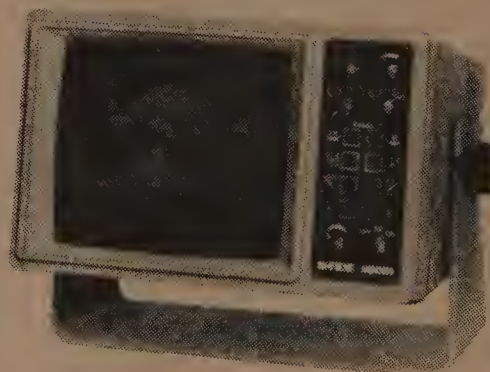
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LETTERS

waters.

I have met wonderful people, and spent many hours and days experiencing the numerous moods of the Bay and ocean.

My only complaint is that men often lie about their age! We females honestly like and respect the older and more experienced fellow sailor!

M. Pasa
Northern California

□ SAILBOAT SHOPPING

My wife and I are going to be in need of a 36 to 40-ft cruising vessel for the South Pacific and Micronesia area this coming summer. Modified full-keel, aft cockpit, fiberglass hull, sloop or cutter rig, in good condition and an absolute minimum of bright work — along the lines of the Hans Christian 38. *Latitude 38* will give us a good idea of what will be on the market through brokers and in the classified, but hoping to cut down the cost to an absolute minimum, I have been wondering what might be advertised in the San Francisco newspapers which was not in the *Latitude 38*, *Soundings* and other publications.

Since you probably have access to the Bay Area newspapers, what is your opinion as to what is advertised there which might be a help to us? You folks in the office probably have your fingers on the pulse of the boating scene better than anyone else that I can think of, so I am asking you. Should you think it worthwhile to have a subscription to the seemingly most useful newspaper in the Bay Area, could you send me the mailing address of that or those newspapers?

I'll also run an ad in the *Latitude 38* classified in the spring to see what turns up.

Clifford R. Koester
Electric City, WA

Clifford — With the rapid growth of regional boating publications, used boat advertising in daily papers has declined. If you live near a good library, you can stop in and check the ads in the San Francisco, Los Angeles, San Diego and Seattle papers, rather than going through the hassle or expense of subscribing.

However we think that would be barking up the wrong tree. If you're looking for a sailboat, we suspect you're going to find the best bargains and selection in a sailing magazine.

It's also incorrect to think you'll always get the best deals from private parties. Sometimes boatowners just want out, and turn their boats over to brokers with the simple instruction to "move it". Then again some private sellers figure they'll do the selling work and pocket what otherwise might have been a broker's commission. Good deals are simply where you find them.

Incidentally, the boat you're looking for is a contradiction. A Hans Christian 38 type of boat has about the most brightwork of any boat that size.

Good luck.

□ SOUTH PACIFIC CRUISE PLANNING

In your response to Fred Boehme's letter in the January 1986 issue of your unique magazine you asked for other ideas on timing passages to French Polynesia. It so happens that I have some for you.

The background for what I am about to say includes numerous meetings with Hans Rosendahl, Lead Forecaster at the Honolulu Weather Office, during the 1982/83 El Nino occurrence. We had real time analysis because he had the synoptic data and I had the daily weather reports from boats. I also found two reports at the

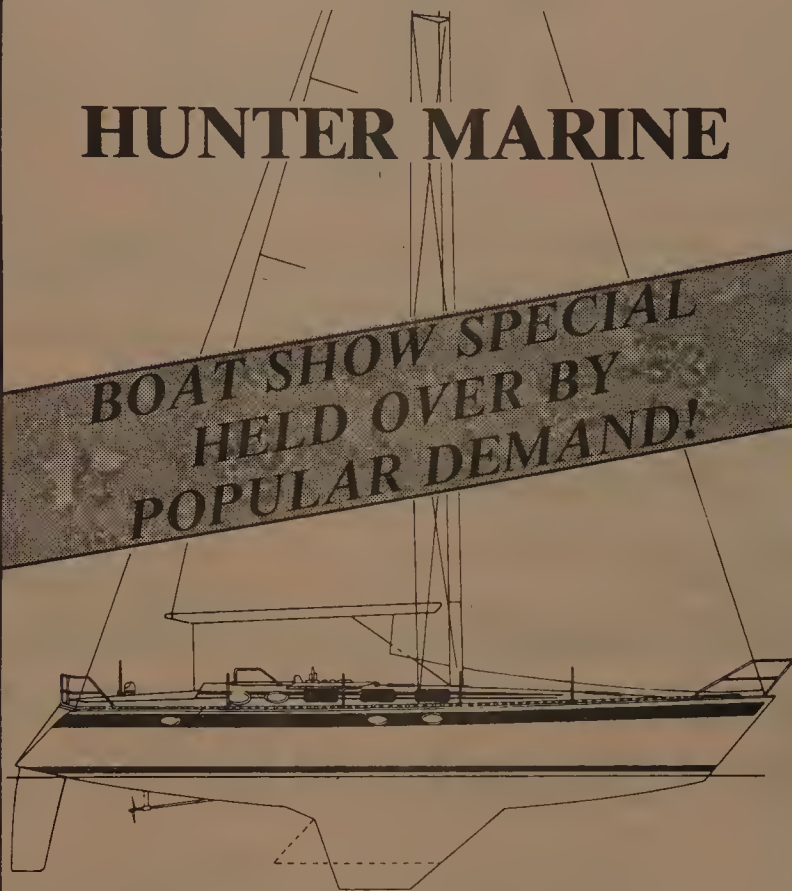
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...and Charley Vaughan does! He and his Alajuela-33, "Bastante," have just returned from 25,000 sea miles

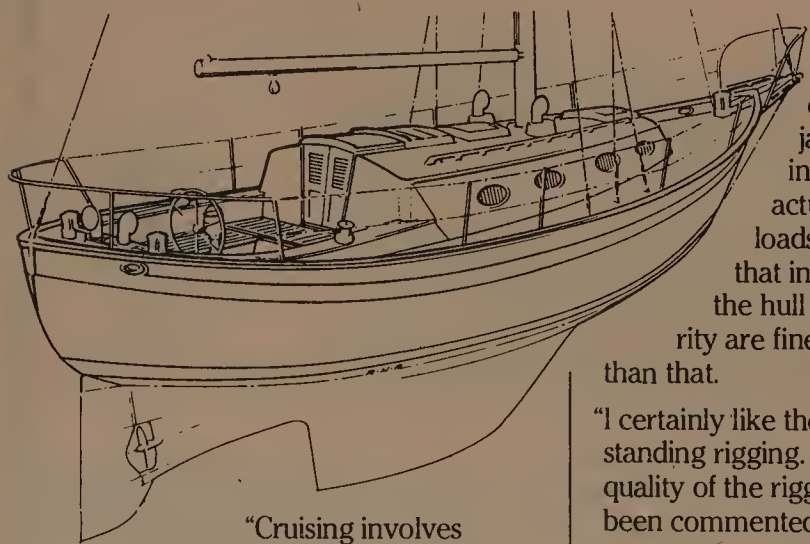
together to New Zealand and back. We caught Charley preparing for a passage to Great Britain and asked for a candid impression of his Alajuela.

AVERAGES ABOVE AVERAGE

"It has a big boat feeling and for a 33-foot boat it did very well. We had days where we made as many as 160 miles. From Manzanillo to Hilo, Hawaii we averaged 125 nautical miles a day, not including current time. We had good light-wind sails and we had a cruising spinnaker so we were able to make the most of our winds. But still, it's a fast 33-foot boat.

"In gale-force winds, when you've really got to answer the mail about how it handles in heavy seas, we found that it heaved—to very efficiently with just the mainsail double-reefed. We didn't even need a head sail to bring it to a hove—to condition. It handled very well in any weather."

STOWING VS. CRAMMING



"Cruising involves 'stuff': gear, clothing, spare equipment. Where you put it and how you keep from overloading the boat is very important. Every place there's space

between the hull and the floor in the living accommodation there's a place to put things: I took a lot of tin provisions going through the South Pacific, which are very expensive if you don't carry them with you. A lot of people in faster-type boats constantly complained that they

were always having

to reprovision in places where it wasn't economical. The Alajuela's a beautiful compromise: maintaining a lot of speed while not doing away with the provisioning space."

INTEGRITY HOLDS TOGETHER

"When I took the boat out of the water at Half Moon Bay, New Zealand it was one of the very few boats that didn't have osmosis in the hull.

"I had very heavy weather for a little over a week. The boat came off waves and I know we fell six or eight feet hitting the water with just resounding crashes. It would actually jar your teeth. I've seen in other boats cabinetry actually lifting. The deck loads did it. I saw none of that in this boat. The bottom of the hull and the structural integrity are fine. You can't ask for more than that.

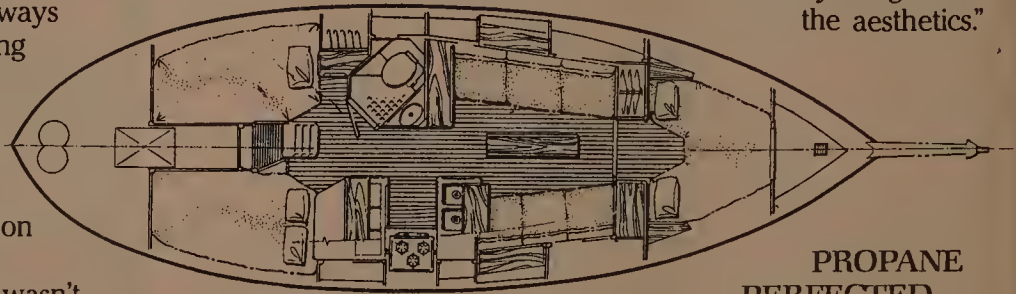
"I certainly like the deck hardware and standing rigging. It's very substantial. The quality of the rigging on this boat has been commented on wherever I've gone.

WE BUILD A BETTER GALLEY

"This is my favorite of the whole vessel primarily for the safety of it. It has a nice

bar installed by the Alajuela people and I put in a fanny-strap. With these two items you're constrained in almost any sea conditions. The very deep sink is marvelous. Because it's on the centerline, it picks up the roll of the boat without disturbing the water. Lots of storage space everywhere with very deep cabinets.

"All this galley hardware is original stuff. What you're getting here is durability along with the aesthetics."



PROPANE PERFECTED

"It's agreed by all the boat builders I've seen that this propane well is the finest setup in the maritime business. Both tanks are contained in a waterproof well where they cannot bang into each other. Escaped gas goes through a vent directly overboard. A small solenoid valve at the well is turned on and off from the galley. This propane setup is totally self-contained; totally non-dangerous. This is well done."

We build the Alajuela-33 and would be delighted to build one for you, with the same tough, tested quality that we put into Charley's boat seven years ago. We also build her larger sister, the Alajuela-48.

Call or write us for answers to your most demanding questions or send \$5.00 for a complete information packet.



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LETTERS

University of Hawaii giving historical data. One was a French report by Raoul Tessier titled *Cyclones in French Polynesia* covering history back to 1825 when the French established weather reporting for the territory. The other was a New Zealand report by I.S. Kerr titled *Tropical Storms and Hurricanes in the Southwest Pacific, 1939-1969*.

Your 80 years without a hurricane statement is not quite correct. The last recorded hurricane to hit Tahiti and the leeward isles was in 1959. The last recorded hurricane to hit the Tuamotus was in 1958. The last recorded hurricane to hit the Austral Islands was 1937.

You will note that there is an absence of hurricanes in the Marquesas. Therein lies my recommended timing for going to French Polynesia. The Marquesas Islands lie too close to the equator to experience hurricanes although they may feel gales which later change to tropical storms and hurricanes as they move south and west. This was confirmed during the 1982/83 *El Nino* when the Marquesas had plenty of rain and wind but nothing above gale conditions.

I see nothing wrong with heading to the Marquesas any time and then, if tropical waters are extra warm, staying there for the rest of the South Pacific hurricane season (through April). I wouldn't recommend waiting until June to depart North America because then you run into the Eastern North Pacific hurricane season and you also waste time if you are headed farther west.

Cruisers must remember that French Polynesia covers such a vast expanse of ocean that the weather varies considerably across the territory. You must distinguish between weather in the four archipelagos and, in fact, even look separately at the eastern and western Tuamotus. Before satellites, it was possible for storms to pass undetected between island groups, but no longer.

Incidentally, what we call hurricanes are known as cyclones in French Polynesia. Hope this adds something useful to South Pacific cruise planning.

Keep *Latitude 38* coming out here. We are without a local boating publication and need to keep in touch with the Mainland. Aloha!

Earl R. Hinz
Honolulu, HI 96826

Earl — We understand there are a few indications that another El Nino may be developing. We trust you'll keep us posted.

☐ MORE THAN ONE KIND

There are two types of people in prison. First, there is the duly tried and prosecuted law-breaker, and second, there is the unprosecuted staff who run the prisons. I am in the former group.

I have a subscription to your fine magazine but did not receive a copy of the December 1985 issue. I presume you sent it, but the publication was not able to successfully make its way through the crooks who process our mail here at the prison. Of course, I am not 100 percent positive staff has again helped themselves to my property, which is why I am writing to you.

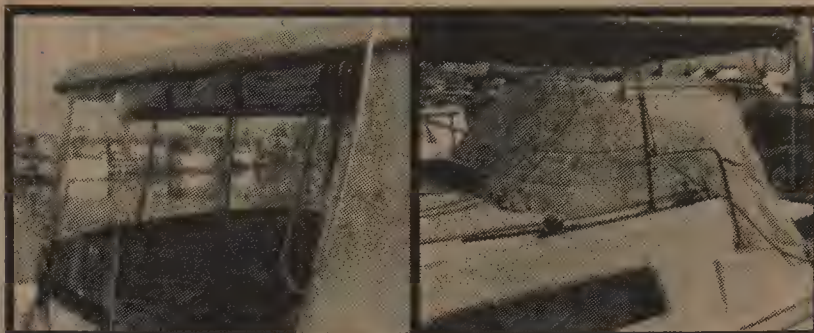
I would appreciate it if you would send me another copy of *Latitude 38*, December 1985 issue.

Norman P. Felts
San Luis Obispo

Norman — Consider it done.

☐ COME ON DOWN Y'ALL

Just a note of thanks for the great magazine and to request that you please open up a *Latitude 33* office here in Southern California. No one would be able to compete with you and you've already got a



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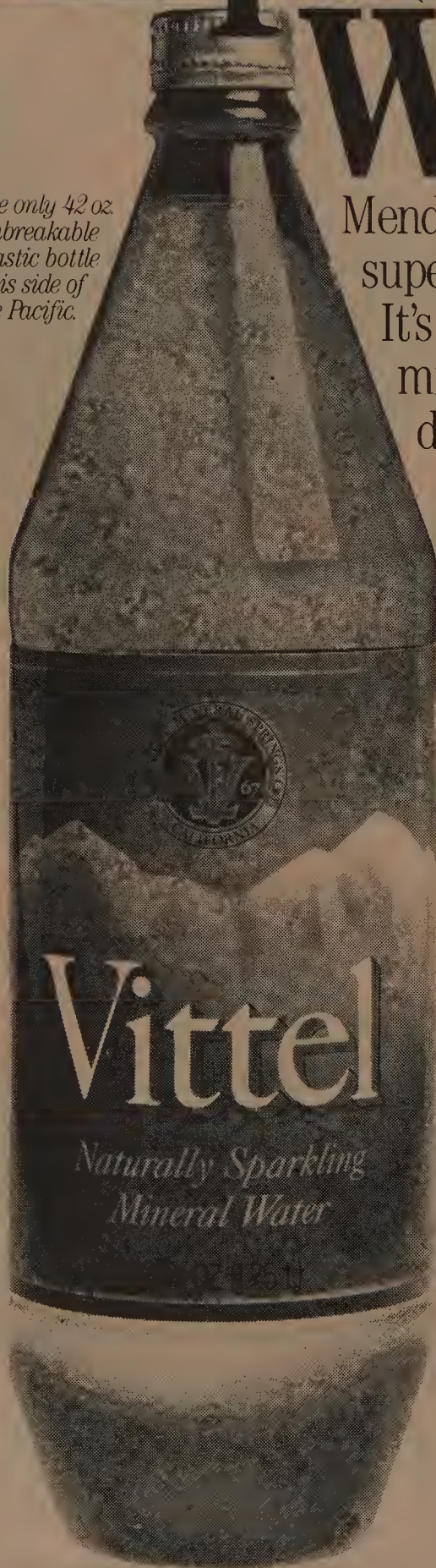
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LETTERS

big following. It's an interesting marketing possibility.

Garry Willis
Marina del Rey

Garry — We've thought about it many times, but each time we decided it was something we weren't interesting in doing. You never can tell, however.

We do thank you for the kind words.

□ THAT NEWPORT 30 IS NOT THE SAME NEWPORT 30

One of the more competitive fleets on the Bay during the past years has been the Newport 30 Fleet. The fleet has attracted some excellent sailors and always makes a good showing in YRA/ODCA, MORA, WRA, the Larry Knight, the Wheeler and Nimitz Regattas, and many other races. It's for this reason that I feel compelled to comment on the somewhat misleading advertisement that appears on page 41 of the January issue of Latitude 38.

I quote, "Buy a Newport 30 III . . . The Premier 30' Racer/Cruiser for S.F. Bay . . . Largest most active 30' one-design on Bay . . . Excellent one-design racing at a reasonable cost." Pictured in the ad are Dick Aronoff's *Harry* and Bob Marshall's *Roquefort*. Both of these boats are Phase II Newports designed by Gary Mull and are currently racing as one-design boats.

The Mark III advertised, though very similar in appearance to the phase II, is not a Mull designed boat. It has a different underwater configuration, and is not permitted to race as a one-design boat with the existing fleet. This could be a real disappointment for anyone buying a Mark III and expecting to race! The Mark III owners are welcomed into the N-30 Association as cruisers, and if enough are interested in racing, the association will provide whatever assistance necessary to help set up a Mark III racing fleet.

For those potential buyers looking for an exciting and enthusiastic racing fleet combined with a great family cruiser, I suggest they call Dick Aronoff, N-30 Fleet Captain, at 523-3005 for an up-to-date listing of race or cruise ready Phase II Newports available for adoption.

On another note, we stopped in at Max's YC the other night and thought about his comments in the December issue about his club being too socially oriented. Max Ebb and Lee Helm were hunched over the corner table, as usual, with the usual rumpled stack of cocktail napkins between them. I peeked over Lee's shoulder and could see all the discarded napkins were full of diagrams, angles, compass roses with lines to points on shore, notations of longitude and latitude, etc. We decided not to bother them.

At another table, the club's amateur naval architect was expounding on the virtues filling in the area between the boom and the deck to get that critical extra quarter knot that makes a winner. At the bar there was a spirited discussion about a collision and a protest during a recent WRA race. It seemed to me that the majority of people in the club were racers at that particular time. We would have stayed longer, but our son can't stand the cigarette smoke.

Thanks for a great — most of the time — magazine. I say most of the time because *Squallbusting the Pacific Cup* set a new low in the trashy language department. It ruined a perfectly good story for me.

P.S. A real pat on the back for your comments on joint and several liability and the deep pocket situation. We all pay.

Mary Lou Oliver
Newport 30 II
Hot Chocolate

Mary Lou — Thanks for pointing out that distinction between the

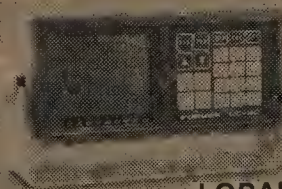


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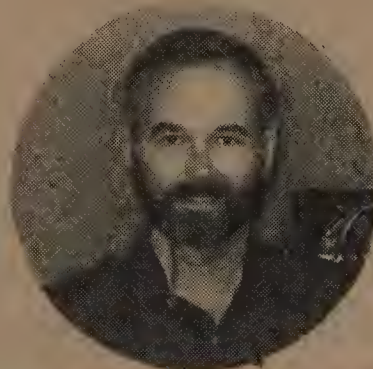
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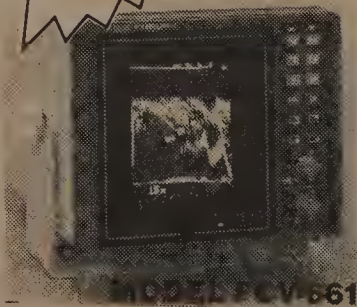
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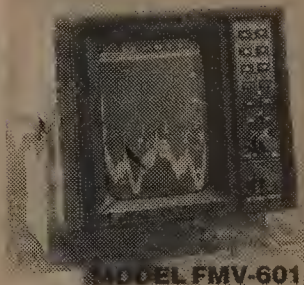
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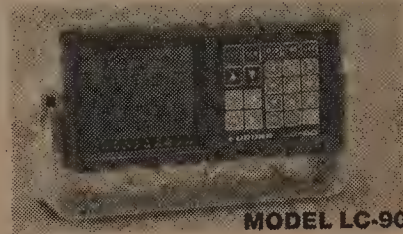
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LETTERS

various Newport 30 models.

As for the language in the Squallbusters story, there's no way we could have pleased everyone. We could have sanitized it with "Gee whizzes!" and made you happy, but it would have been as phony as a three-dollar bill to those who lived it. It was an extraordinary feat and the extraordinary language reflects it.

Since we were quoting and since the topic was really geared toward hard-core racers inured to the kind of language, we played it straight.

□ARE WE TOUGH ENOUGH?

I didn't have a chance to read about your powerboat problems in the October issue, but a letter and your response in the December issue has alerted me. Maybe I'm some kind of weirdo, but I like sailboats and powerboats, and I have a fair amount of experience on both.

On sailboats I have made ocean races, passages, and extended cruises on both the Atlantic and the Pacific. On powerboats I spent nearly ten years on the bay on commercial boats, which had to run and did 99.99 percent of the time.

I am prejudiced, however; if I get on a powerboat, I expect to be paid.

Anyway, your problem was obvious. You bought a boat because you "need to be out on the Bay often . . .", yet you bought a "thoroughbred". What you needed was a milkhorse. The boat may be great, but if the engines aren't right, well, it's like a cruising couple trying to deal with a triple spreader fractional rig with double runners and check stays.

There are a couple of rules that commercial operators follow to provide reliable engine installations. 1) Don't pump salt water. Use keel coolers, skin blisters, anything else. 2) Filter your fuel, then filter it again, and then filter it again. This also assumes that you've chosen a motor that's going to give you the speed you want at the top of its torque curve and not at the top of its horsepower curve.

Accuse powerboats of being smelly, accuse them of wasting precious resources, accuse them of offending God, but don't accuse them of being more expensive than sailboats because it just ain't so. If you keep accurate records of all the expenses, a powerboat of the same LOA will be cheaper than the sailboat — often by a lot!

The irony is that most sailboats out on the Bay and probably all on the ocean are really powerboats, too. There're just lousy powerboats with Joe McGee'd engine installations. These sailboats have all the equipment problems relating to rigging, hardware, etc., plus they have all the problems of a powerboat whose engine is barely accessible. The double irony is that when these engines break down, the boats don't leave their berths.

I know what I'd suggest for a photo boat for you. Are you tough enough? Build a tuna tower on a 21 to 24-ft moderate vee skiff. Power it with a big outboard and a get home little outboard. You should get 2,000 hours out of a new outboard — easy. A rig like that would be cheap, reliable, and you'd get great pictures. It's not as comfortable as a 28-ft Bertram; you'd have to bring your coffee in a thermos, but you don't publish a color glossy magazine, do you?

William Mittendorf
Belvedere

William — One of the things we've learned over the years is that if your company operates a boat, an employee of yours working on it is owed greater care than even a paying passenger would be.

Now we did have a photo boat almost exactly like the one you describe. Then came the day we damn near lost our life and two

BUILT TO CRUISE

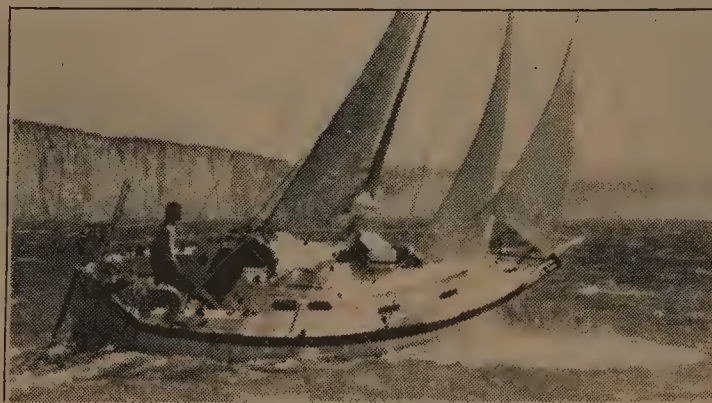
Designer, Robert B. Harris; N.A.

VANCOUVER 25 SLOOP



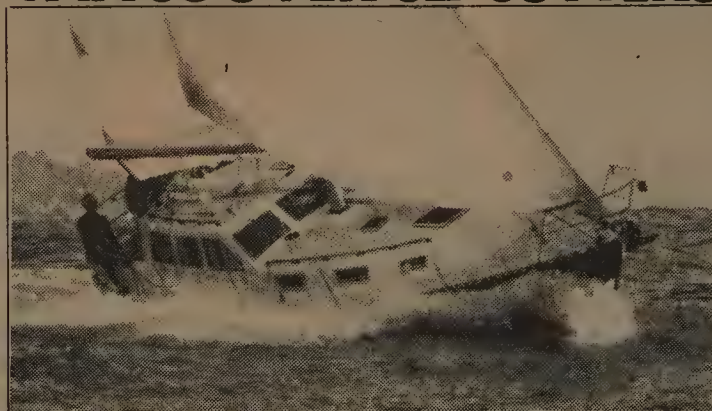
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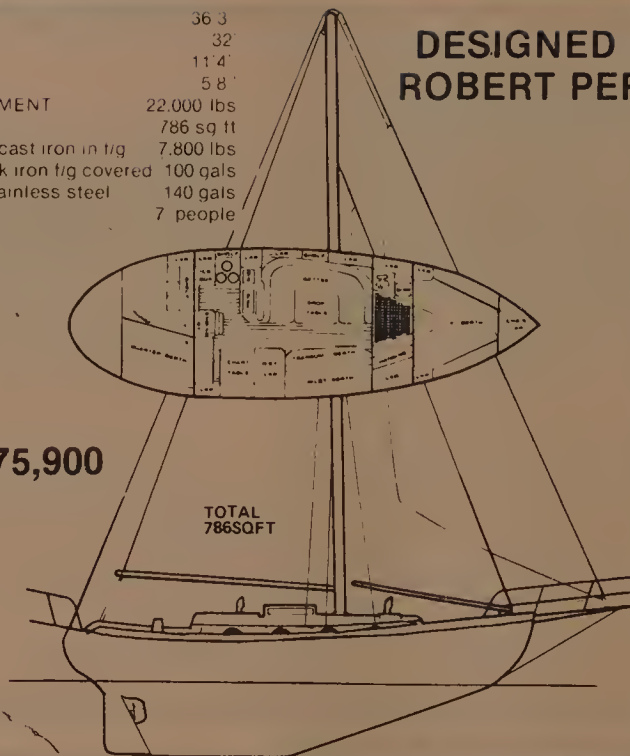
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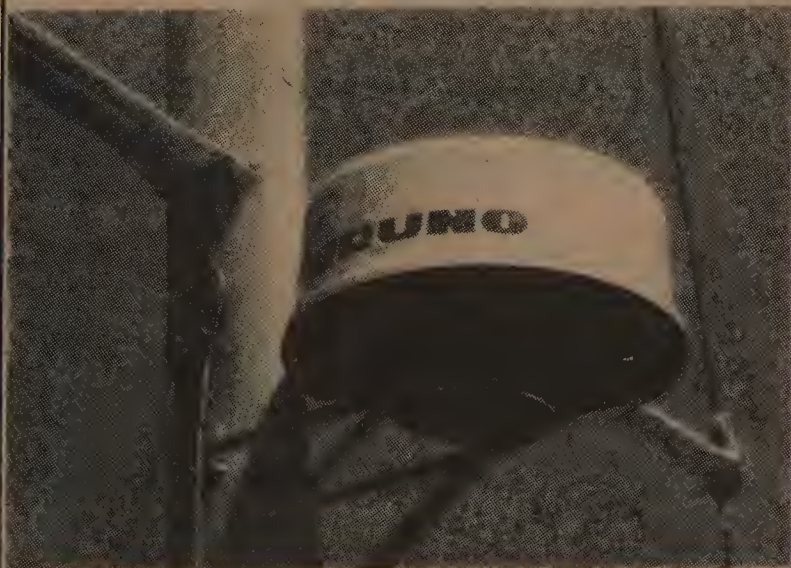
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LETTERS

others in it. Our reliable outboard quit and the 'get home motor' almost couldn't in the face of horrible weather. Heck, you probably remember the day yourself. It was the time you and Keith Stanke got thrown off Felony and nearly lost your lives struggling through the huge surf to climb up the cliffs at Point Bonita.

After that day when six people lost their lives, we realized it wasn't a matter of whether we were tough enough to use a boat like that, but whether we were rich enough to pay off all the plaintiffs and lawyers. Yes, a twin engine Bertram 25 — not a 28 — might be overkill, but when you're conducting business, it's a legal — and more importantly, moral — obligation.

If we could just keep the damn thing running, we'd be in great shape. But the chances of that are slim, because we're powerboat losers. Diane Beeston has the identical engines in her photoboat for 13 years and tells us they haven't given her a single bit of trouble. Sheeee! Ours wouldn't even run right after we'd had them completely rebuilt. Powerboats — blleaaaauuuuukkkkfffftpt!!!!

As for relative expense, we'll gladly swap our powerboat bills for that of any similar sized non-racing sailboat.

□ SPEED KILLS

Here are a few entries for your empty-paged "Fun Things To Do With A Powerboat":

1. Water-ski under the Golden Gate Bridge.
2. Whip over to Sausalito from Berkeley for a quick business lunch and be back before the martinis have settled.
3. Drop in at the Vallejo YC for dinner and be home before the late-night show.
4. Wander over to Jack London Square without regard for wind or tide (47 tacks against incoming flood and no wind).
5. Dash over to buy a triple-decker in Tiburon and be in Berkeley with some cone left.
6. Take your sailboat-chicken dog for a happy boat ride to bark at seals.
7. Pull sailboats back into the San Rafael channel at low tide.
8. Ditto in the Richmond channel near Brooks Island.

But my list could go on and on, and eight is more than a few. Love your magazine!

Vance Teague
Albany

Vance — A woman we know went out with a powerboater last month. This is how she described it:

"We took his boat from the Berkeley Marina to Scott's Restaurant in Jack London Square. 'It only took us 25 minutes to get here including towing the fisherman with the line in his prop back to the dock,' he said, 'isn't that great?'"

'I'm impressed,' I said.

Then he ordered a martini and quickly consumed it and two others. 'I drank those three martinis in just five minutes, isn't that great?'"

'I'm very impressed.' I responded.

After eating a salad and swordfish, we motored back to his Berkeley berth, stopping only to tow two out-of-gas powerboats into the harbor. 'We ate, rescued two boats, and got back here in just an hour and a half, isn't that fantastic?'"

'I'm more impressed than ever,' I told him.

Then we had sex together. 'We made love in just 35 seconds,' he enthused, 'isn't that fabulous?'"



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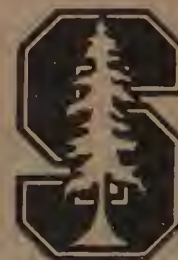
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LETTERS

"I'm not impressed at all," I snarled, 'and please don't bother to call me again.'"

Either women are fickle, Vance, or it's best not to rush through activities — boating included — that you enjoy.

□ OVERDONE

Just a note to expand on one point with regard to the Reader Survey. While I realize every publication tries to develop an image for commercial purposes, I do think you are carrying the power vs. sail issue a bit far.

During the past forty years I've run a gamut from commercial trollers to outboards to sail (my last being a 45-ft custom ketch) to my present liveaboard home, a 58-ft custom long-range (4000 mi.) powerboat. I've had troubles of one sort or another with all of them, but nothing I couldn't fix or get fixed.

I think your experience with your Bertram is ridiculous. To me it could mean any one or more of the following things: (1) You ought to sue your surveyor. (2) You are too busy running a magazine and didn't have time to do the necessary research before having the various jobs done. (3) You're putting us on to maintain your image of feeling bl---ukt! about powerboats.

If you're not careful I might begin to think all sailors feel like you and then: (1) Refuse to tow them in when they would have drifted around all night. (2) Refuse to furnish them ice from our two freezers. (3) Refuse to shepherd them along in the fog with our radar. If I did any of these things I'd be as immature as any other bigot.

We'll still continue our subscription because we still enjoy all aspects of boating.

A. Reader
California

A. — *We've always intended our powerboat remarks to be good-natured razzing. However, since our luck with powerboats has been no better than the 49'ers with the New York Giants, perhaps we've turned shrill without being aware of it. We'll watch it in the future.*

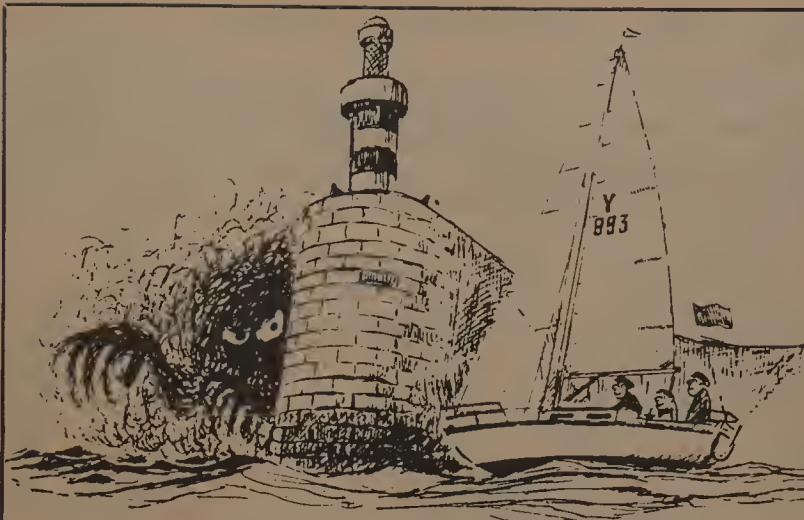
□ FLYING LEAPS AND SLEEPING WITH SKIPPERS

December's letter by "anonymous" of Marina del Rey about your interview with Dana Prentice brings up the touchy subject of sexism-on-the-high seas.

The sad part about the interview — as well as the rest of our western culture — is that sex is rarely seen as a normal, healthy, fun activity. Nowadays everyone places a monetary value on sex, and it seems girls give or withhold their 'favors' to gain advantages; a dinner on the town, a new sports car or riding on a big yacht — it's all the same.

Men are also guilty of perpetuating and exploiting these deceptions. I've had offers by men to go sailing when what they really wanted was sex. I've also been denied positions on race boats and denied delivery jobs on boats for some of the lamest reasons. Such as: "They boys on the foredeck crew feel uncomfortable with a girl aboard", or; "My wife would kill me if she knew you were aboard". These excuses, offered by boat owners and skipper reflect their inability to deal with women as real human beings.

I'm a single woman working to advance my sailing career. I have sailed, cooked and done maintenance work on yachts for the last six years. So now for the Catch-22 question to all you readers: What would you do? Sleep with the skipper? Don't sleep with the skipper? Tell all the jealous wives and girlfriends to take a flying leap? Tell the insecure men to have enough balls to tell their wives and girlfriends to take the flying leap? Give me a break!



*"This is the bit I like, the day before us
and not knowing what it is going to offer."*

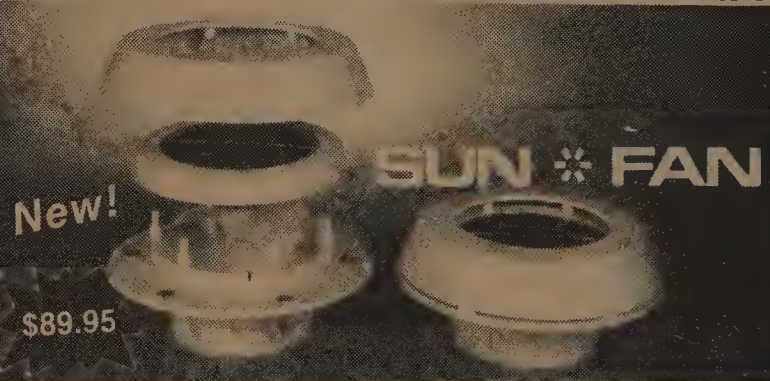
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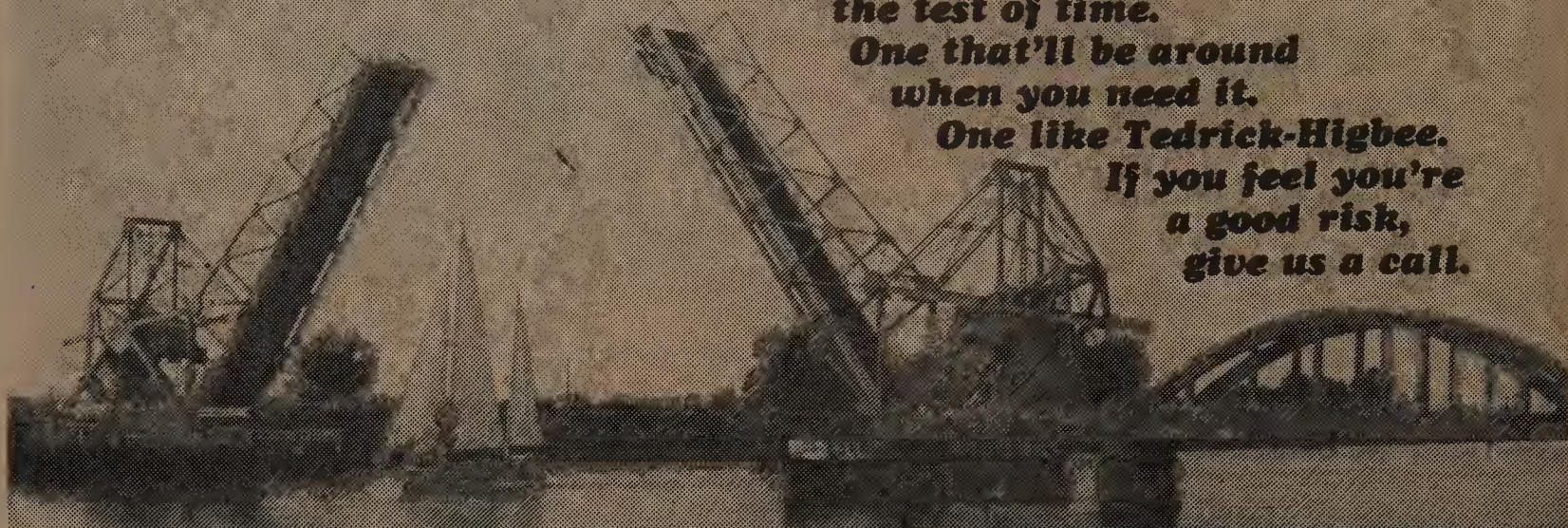
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DESCRIPTION:

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Race: White
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Weight: 110 lbs
Eyes: Blue
Hair: Strawberry blonde

LAST SEEN

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IDENTIFYING MARKS

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Name: Jennifer Sophia Marteliz
Date Missing: Nov. 15, '82
Missing from: Tampa, Florida
Date of birth: June 9, '75

DESCRIPTION

Sex: Female
Race: Caucasian-Hispanic
Eyes: Dark brown Hair: Black
Height: 4'0" (when last seen)
Weight: 60 lbs (when last seen)

LAST SEEN

Nov. 15, '82, apprx 3:00 p.m. about 1 block from her home after leaving school. Wearing orange-pink dress w/yellow flowers, maroon shoes, hair comb w/ribbons & flowers, heart gold post earrings.

IDENTIFYING MARKS

Pierced ears. Three beauty marks: top bridge of nose near right eye, upper chest, and collar bone.

**If you believe you have seen one of these children call the National Center for Missing And Exploited Children.
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LETTERS

How about a little honesty! I honestly let people know up front if sailing or sex would seem fun — no monetary advantages involved please, as it takes all the fun out of both activities.

Unanonymously yours,
Sharon Skalko
Van Nuys

Sharon — To touch on just one aspect of your most interesting letter, we suspect that one of the things you probably have to accept is that wives of boatowners have no way of knowing whether you are indeed an honest single woman working to advance your sailing career, or a gold-digging bimbo willing to breakup a marriage and a family to advance your station in life. When the typical boatowner's wife evaluates the potential benefits versus the potential risks of a single female crewmember, the result is invariably — as we presume you already know — "Get that woman off our boat!"

It may not be right and it may not be fair, but if you were to trade positions with the wife you'd probably develop some understanding of that outlook.

So what's an honest single woman — especially if she's young and attractive — to do in the face of this discrimination? We're sorry to say, but we don't have any idea.

□ THE FIVE YEAR ITCH

Oh goodie! Another Crew List list! It's been five whole years since I submitted my name to you, but my sailing and age have improved, just like the wine I choose.

Last episode, I was in a walking cast due to a nasty motorcycle accident and though the officers were good ones the instability of a cast on deck was a tad impractical. My sailing, admittedly was a little shakey then too. Well, my leg has healed and my sailing has improved substantially. So, here I go again.

Now, what's all this I hear about looking ornamental in a bikini? There ain't nothing ornamental about it. Not on the Bay with all those cold-air goose bumps. Anyway, the attire does not the feminine sailor make, right? Well, we will see.

As for your "rag", its quality continues to impress the wind in my sails. Keep up the good work and thanks a thousand knots (not to be confused with knots per hour) and keep those phone calls coming!

Christie B.

Sheets away in Sacratomatoe!

□ MORE SHAKIN'

I really enjoy your rag and have been having it for years. I know I'm a few issues late, but I thought I'd sent in this brief account of an earthquake I experienced while sailing up Central America a couple of years ago.

We were in Gulfito, Costa Rica preparing for the 4,200 mile passage to Hawaii when the earthquake hit. It was April 1983.

Our fourth crew member had just arrived from Florida. I remember as we rowed out to the boat that the plankton were very luminous that night. Every stroke of the oars made a bright sweep of blue-green in the water. A tiny pin hole in the floor of the skiff kept spouting up little dots of light. Did these animals know something was going to happen?

Aboard the sailboat at anchor we drank wine and traded stories until we felt a gentle bump — as though one of the other boats had swung into us in the calm of the evening.

I went topside to have a look, followed by my crew. There were no other boats close, but as we looked the shore began to shake violently! The powerlines behind the banana docks were arcing green and

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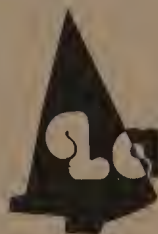


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LETTERS

blue against the hills beyond. From the town, I could hear screams of fright.

Very soon it was over. We saw no fires from the now darkened town. A few lanterns could be seen moving along the shore.

Except for the initial mild "bump", we felt nothing else from the upheaval. The land shook, but it was like watching a movie. The water in the harbor did not recede or flood though the quake, measuring 7.1 on the Richter Scale, was centered only five miles away in the Gulf of Dulce.

The next morning we collected lots of coconuts floating in the harbor. They were everywhere! We took the dinghy out and picked them up. Each we shook to feel for liquid inside. Those with milk we kept.

The husked nuts traveled well and provided the basis for many a fine curry dinner all the way to Hilo!

Presently, I'm preparing for a voyage into the South Pacific and on to Western Australia to be there for the America's Cup. We'll be leaving this spring to be in Perth by mid-December.

Harry Arthur
Freedom
Honolulu, Hawaii

□ LIFTING LEGS

This letter is in defense of 'Steve of Cabo' who was mentioned in the November issue *Letters*.

I have had Steve do several different jobs for me and they were perfect in every respect. I feel that he is qualified in his work. When I was commissioning manager for Hans Christian Yacht Center in Long Beach, Steve did several jobs on various boats with not one complaint.

I know you can't satisfy everyone all the time, but when you lift your leg with the big dogs, you sometimes have to pay the price.

Al Bulter
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□ WHAT TO BELIEVE

I read with interest your article *No Place To Be In A Boat* in the January issue. It is certainly very useful in pointing out some of the potential dangers of the entrance to San Francisco Bay.

However, some of your information does not quite agree with the account given by the skipper of the sailboat on the Joel A. Spivak Show on KNBR about a week after the incident. I understood him to say that the two boats were proceeding up the coast about 1 1/2-2 miles offshore. They decided to use the south entrance to the Bay rather than the ship channel.

This puts a somewhat different flavor to the story. The combination of storms at sea to the southwest, with the shoaling that occurs over the bar, and then having the tide turn to a strong ebb can produce very steep short period seas which would be treacherous for any boat. It also explains why they got into trouble near Seal Rock.

I do not believe they were ever actually in the ship channel. In all likelihood, if they had used the main ship channel entrance to the Bay they probably would not have experienced such terrible conditions. Whether or not they would have made it in without trouble is open to speculation.

Crossing of bars at the entrances to rivers and bays can be difficult under the best of conditions. With storms and strong currents — particularly strong ebbs — it can be very dangerous. Under such conditions it may be best to delay entry until conditions are more favorable and certainly until the tide is with you and not against you.



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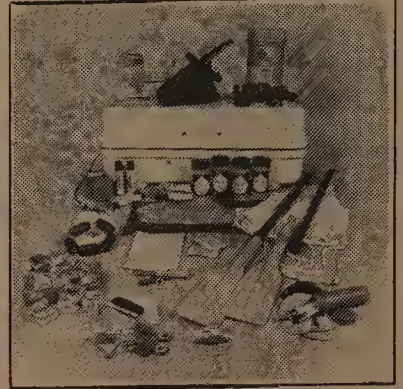
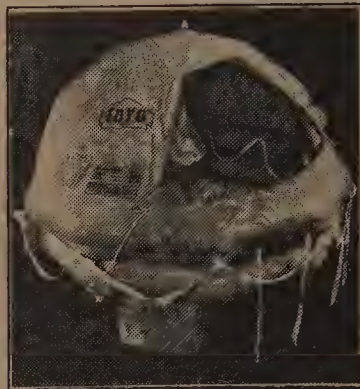
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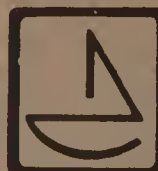


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LETTERS

I would appreciate your clarification and comment.

Len Tiemann
Fremont

Len — We can comment, but we're not sure we can clarify.

Immediately following the tragedy, we spoke with Paul Stevenson, captain of Wind D II. He specifically told us he was following Girlfriend III and that they had gone outside the south bar and were in the main shipping channel before all hell broke loose.

Annie Sutter taped an interview with Stevenson for a Marin Scope article, in which he again said they'd been five miles offshore and in the main shipping channel before they were inundated by waves.

This, however, does not correspond to later accounts attributed to Bruce Martens of Girlfriend III. Martens has been quoted as saying they saw no waves breaking at the so-called South Channel, and so everyone aboard agreed they would take that course. Once in the south channel, conditions suddenly took a horrible turn for the worse.

So what we've got are conflicting stories — something that happens all the time when accidents occur. Since visibility was poor and only Girlfriend III had radar, we'd be inclined to put a little more weight in the way Martens remembered it. But we don't know and probably won't know until the Coast Guard investigation is complete about six months from now.

As far as we're concerned the conflicting stories aren't as important as the fact that the average sailor ought to consider the entire San Francisco entrance closed during heavy winter weather. It's a known fact that both the Bonita and south channels become impassable, that the bars break ferociously, and even the main shipping channel is no place to be. Thus if it isn't pancake flat on the winter ocean, we strongly suggest you neither enter or leave the Gate.

□WHAT CHANNEL

Somehow I can't seem to let the *Girlfriend II*/*Wind D II* incident go by without comment. It seems that everyone I talk to these days wants to talk it over. Perhaps it is because I drive a 44-ft Motor Life Boat once a month in the Coast Guard Reserve. Some thoughts:

✓ I keep hearing people refer to the "South Channel". In fact, your little graphic on the shoal area showed what looks like a channel. There is no channel. If you look very carefully at your chart, the area of "deep" water that seems to run through the south bar is 37 feet as opposed to 36 feet on the surrounding bar. The reason it is a different color is that the color change from dark blue to light blue occurs at 6 fathoms (36-ft). I'll tell you something: a wave that is humping up and breaking 20-plus feet on a 36-ft bar is not going to flatten out at 37 feet. The area marked "South Channel" on the chart is even more shallow.

✓ Most people that I talk with consider the "Potato Patch" to be the north bar. I see that in your article you consider the whole semi-circle of bar to be the Potato Patch. Semantics, perhaps, and perhaps better if the whole bar is considered the "Potato Patch". I find that most people seem to have respect for the north bar, but don't have much for the south bar. A fatal error as we have seen. There have been many boats in trouble on the south bar this past year that never even got reported by the press. Hank Decker's *Dark Star* got towed off by a 44-ft Motor Life Boat. The very same day, another sailboat was pooped in the same area, and the boat was lost.

✓ You said that Rick Leffler "decided" to bring the 44-ft back to the station, as if there was a possibility of staying out. Do you have any idea what it takes to roll a 44-ft Motor Life Boat? Did you see the boat? A towing screen of chain link fencing lashed to two-inch pipe

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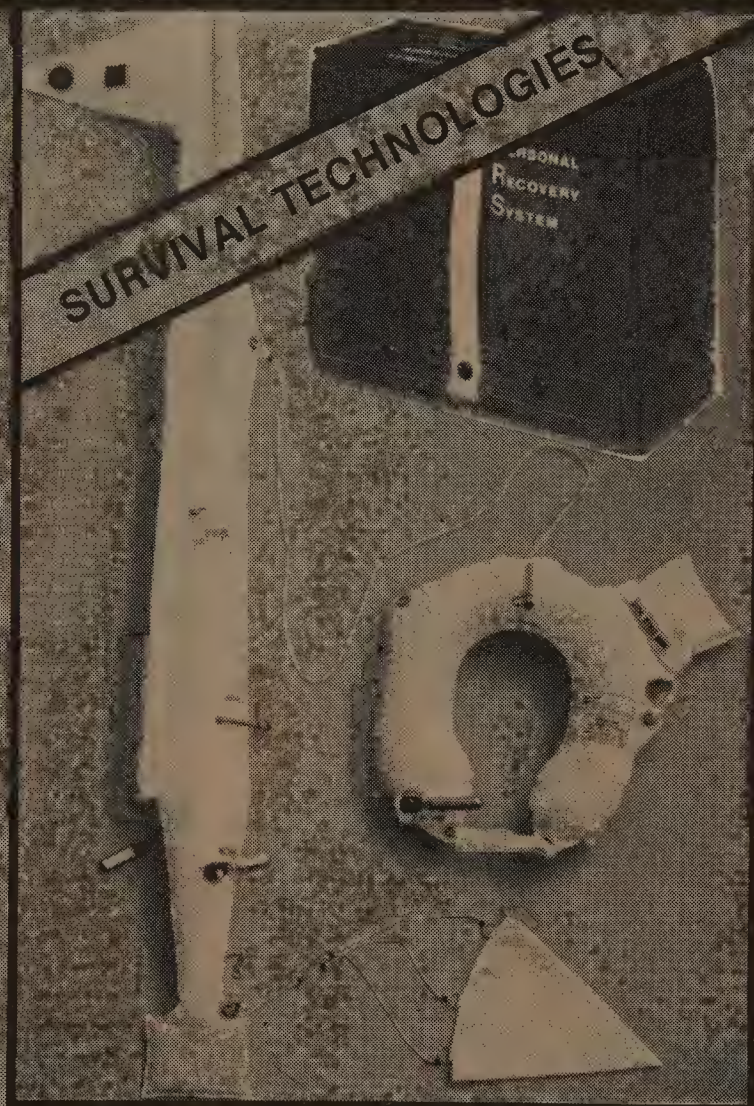
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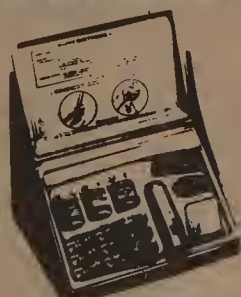
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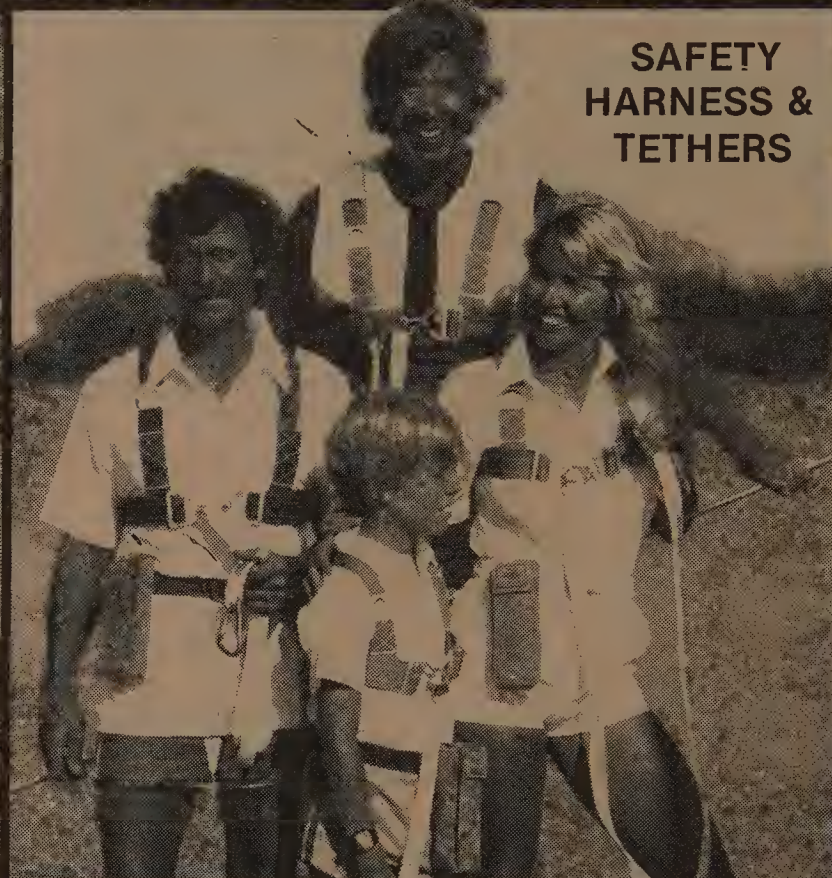
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LETTERS

welded to the deck and a six-inch diameter steel mast also welded to the deck were totally carried away. The superstructure of the forward cabin (corten steel) was stove in. Needless to say, all the electronics were gone. For some reason, the blue "law enforcement" light was still working and the Coast Guard finally breathed easier when they saw that light come under the bridge after an hour of no communication with their boat.

✓ Interestingly enough, there was another sailboat out there that night. Oceanic Society skipper Les Goldner was bringing his 55-ft ketch, *Elixir* home from southern California too. Les tells me that he "went halfway to the Farallones" to avoid the south bar. As visibility was poor, he checked his Loran at the Lightbucket and ran right down the ship channel with no problems.

I know that every year about this time you run your "winter ocean horror story" article. How tragic that a life had to be lost to underline the danger this year.

Jane A. Piereth
Sausalito

Jane — That's an excellent point you make about the so-called South Channel. Because of that one foot difference in depth, the colors on various charts, tide books — and Latitude 38 illustrations — give the flash impression that the channel is much deeper than the surrounding water. And it just ain't so. Of course it doesn't help that the words "South Channel" are printed on the charts in this area.

It also brings to mind the vague recollection of a conversation a few years back with an authoritative person who told us that there once had been a fairly deep South Channel but that it had filled in. If we remember correctly, he said the charts show the "South Channel" depths to be far greater than they currently are. Can anybody confirm this?

As for Rick Leffler "deciding" to come back in, be assured that the use of that word was not meant to reflect badly on him or his Motor Life Boat crew. In our opinion there is no group of people who have served boaters so well as the men and women who operate those Motor Life Boats. We don't think the public — or boaters — have any idea how many times these people have risked their lives in truly god-awful conditions to rescue recreational boaters.

In fact one of the big reasons we think boaters should consider the San Francisco Entrance closed to transit during the winter in all but pancake flat conditions, is so these Motor Life Boat crews don't have to go to the brink so often. If we decide to risk marginal conditions, we're putting their lives in jeopardy as well as our own.

We're glad the gentleman with the 55-footer made it down the main ship channel "with no problems" that disasterous evening. But given the number of deaths out there over the last few winters and given the fact that on the evening of December 1 the National Weather Service was reporting strong winds and big seas over and above the 6 to 18 foot swells, do you really think such an attempt — unless absolutely necessary — was prudent? Afterall the ship channel is no duck pond in such conditions and it's easy as hell to get blown out or chased out of the channel into the nearby shallow water.

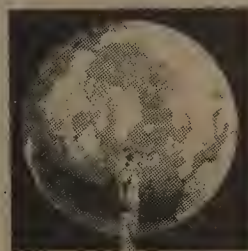
□ BETTER CHECK YOUR DIFFERENTIAL

I've put off comment on an article you ran last summer on a trip to Petaluma, and I feel I should have responded before now.

You gave a 45 minute tide differential between the head of San Pablo Bay and downtown Petaluma. Your readers should be informed that this can vary considerably, depending on the tide flux. The old-timers up there will tell you 1.5 to two hours.

On a trip up there three years ago — on a minus tide — I sat in that

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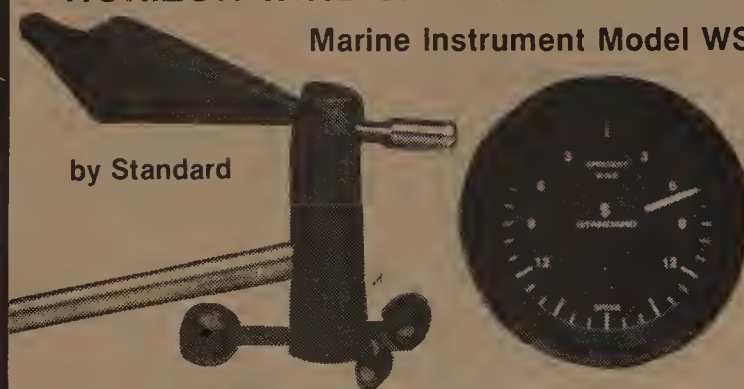
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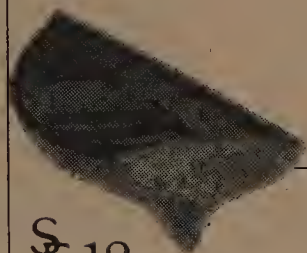
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LETTERS

lagoon for four hours waiting for the water to return so I could get out. And my boat only draws four feet!

Reg Theriault
San Francisco

Reg — Thanks for the tip. Perhaps we'd have caught the error had we been able to figure the tides out. We've stared at tide books a hundred times, been to the Bay Model, listened to lectures by Kam-mie Richards and read articles by Max Ebb — and we still can't make sense of it.

GUIDELINES FOR WATCHING

I agree with *Loose Lips* [December 1985] that Derek Baylis is the last person to bother whales. His unfortunate experience does point up a growing problem to boats near marine mammals. With the increasing popularity of whale watching and the number of pleasure and commercial boats jockeying for the best view, there is an increase in the enforcement of the whale watching regulations. Sailors need to be aware what they are.

Whales, dolphins (cetaceans), seals and sea lions (pinnipeds) are protected by the Marine Mammal Protection Act of 1972 and are under the authority of NOAA's National Marine Fisheries Service (NMFS). In cooperation with NMFS, The Whale Museum is presenting the following condensed version of the Whale Watching Regulations as part of a Pleasure Boater Education Program:

1. U.S. Federal laws prohibit the harassment of marine mammals. Federal guidelines recommend that you not approach closer than 100 yards or disturb them in any way without a Federal research permit.

2. To watch whales, approach them slowly from the side, never cross in front of the whales or get between a calf and its mother.

3. Travel parallel to the whales when following them and adjust your speed to the speed of the slowest whales. Avoid fast changes in speed or direction. Always remain at least 100 yards away.

4. It is all right if the whales approach you but it is illegal to repeatedly position your boat in the path of the whales.

5. Aircraft should not fly lower than 1000 feet over marine mammals.

Remember, whales have been evolving in the oceans for 40 million years and yet seem perfectly willing to share their space with man.

Howard Rosenfeld
Executive Director
The Whale Museum
Friday Harbor, Washington

WHERE WAS LEE HELM WHEN I REALLY NEEDED HER?

Having just participated with Roger Eldridge and Bill Fisher in the relocation of almost all the marks on the Berkeley Circle (we thought D was OK) this January 3, I enjoyed Max Ebb's *Playing the Angles* in your January issue.

Lee Helm may now practice her horizontal sextant angle drill once more to plot the new actual positions of the marks.

In checking the locations of the marks on our C & GS chart, we noticed mark X was shown as being only 1900 yards from D, rather than a full mile. For those interested in correcting their charts by plotting the new locations of the marks, draw a line from mark D, bearing 315 degrees, 2 NM, to located mark H. Mark X will be at the mid-point. The remaining marks can then be easily determined.

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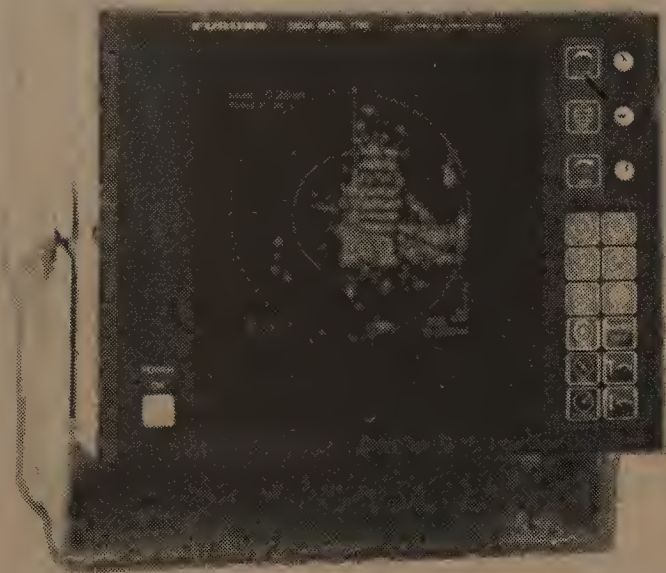
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LETTERS

Good luck, Lee!

Bob Thalman
Co-Chairman
Race Management Committee

□ INCREDIBLE RESPONSE

I feel it's due time I dropped you a note to say thanks for publishing my call to all Cal 25's in the Bay last June. The response has been incredible! Some how or another, a bunch of these people seemed to get the word that we were serious about re-instituting the Cal 25 class as a great boat, rather than a diminishing breed of some strange dinosaur.

Since that letter was published, we have built the class association into a roster of 22 skippers with a strong possibility that 12 of those skippers will race the 1986 YRA series in ODCA. If it happens, it will be the best turnout for the class in about ten years! An interesting addition to these statistics is that of the 22 on our roster, only 7 are past members of the class association.

We have also made contact with Southern California's Cal 25 fleet — the largest we know of — and are attempting some sort of exchange program. Who knows, a Cal 25 Nationals may even be around the corner for the Bay.

Again, thanks for helping us get the word out about the class. Hopefully, we'll soon be the envy of every one-design on the Bay.

Albert Saporta
San Francisco

Albert — We're delighted things are turning out so well. If any other classes would like Latitude 38's help in getting revitalized and reorganized, please contact John Riise at 383-8200.

□ BIG THANKS TO A POWERBOATER

I want to give a big "thank you" to the owner of the powerboat, *Tanya II*. He towed me from the outer channel markers of the San Leandro harbor to the fuel dock on Saturday, December 14. And this 'good samaritan' did it despite the failure of one of his engines.

Having tasted a slice of humble pie, I'll be less critical in the future when I hear of sailors who run out of fuel and wind simultaneously.

However, in self-defense I offer this advice to all sailors: Don't trust your boat's manual in regard to fuel capacity. My Catalina 30 manual claims the fuel capacity is 18 gallons and engraved on the tank itself is the claim to a capacity of 20 gallons. Had either one of these figures been accurate, I would not have had my problem. Upon refilling the tank I discovered that the tank only held 16 gallons.

Yes, I know it would have helped if either my hour meter or fuel gauge were working, but they weren't. Please pass another piece of pie.

Tom Gorrell
South San Francisco

Tom — You might check to see that you've got clear venting on your fuel tank. If not, you may be thinking you've topped off your tank when it's only partially full. It's happened to us more than once — and with predictably unhappy results.

□ OPEN LETTER TO VICE ADMIRAL JOHN D. COSTELLO, COMMANDER, 12TH COAST GUARD DISTRICT

The Pacific Inter-Club Yacht Association wishes to commend the Coast Guard personnel on their exemplary rescue of the crew of the classic yacht, *Girl Friend III* nine miles south of the Golden Gate Bridge on the stormy evening of December 2nd, 1985.

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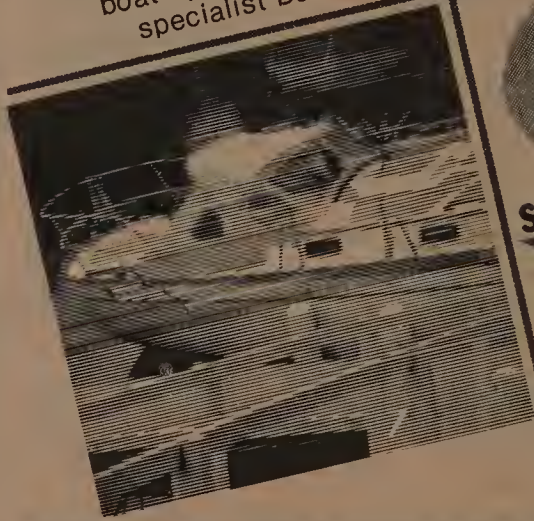
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Douglas L. Faulkner,
Commodore, PICYA

□ TRAILER QUESTIONS

In your December issue you had an article on pages 108 and 109 on trailering to Mexico.

We are tentatively planning a trip into the waterways of Mexico in April and May on a 25-ft Sea Ray. I would appreciate knowing if you have any information on these waters, what charts we will need, and whether we need passports.

Any information would be greatly appreciated. Also, if any other people from this area plan the same trip.

Mrs. Kamberg
Cloverdale

Mrs. Kamberg — A Sea Ray sounds suspiciously like a powerboat. If that's the case, please realize that many of the times we've written about the Sea of Cortez may not apply to you. For example, there are many places sailors can easily visit but that are beyond the fuel range of the normal powerboat. Conversely, because most sailboats are deep draft, they can only be launched a few places in the Sea of Cortez, while powerboats can be launched almost anywhere.

Since we don't have the space here to answer all your questions, we'd direct you to Dix Brow's excellent Sea of Cortez Guide, which is available from many chandleries. Cruising boat sailors will also find this book a great source for sketches of anchorages in the Gulf.

Everyone trailering to Mexico would also be wise to drop a line to Vagabundos Del Mar at 180 Oxbo Marina Drive, Isleton, CA 95641. This club's been helping trailerboaters enjoy Mexico for the last 25 years.

□ MISSED ONE

Further to your article about sailing clubs in the Bay Area a few months ago, I think you missed one of the best if not the best sailing club in this area.

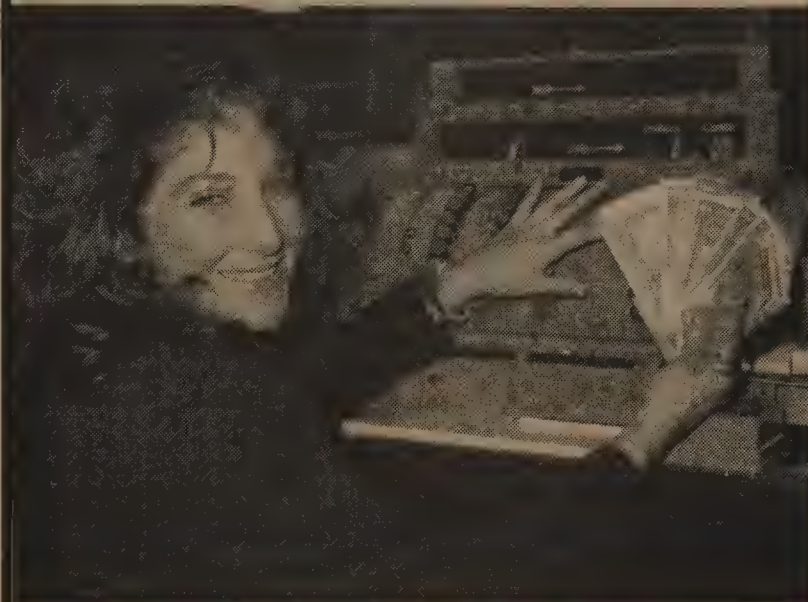
I am talking about Wind 'N Sea, a non-commercial sailing club run out of Walnut Creek, with the main chapter in Marina del Rey and another in San Diego. Some of the features are low monthly cost, weekly training classes, Saturday and Sunday daysails and also social events. Optional extras would be weekend and long range cruises. All this at a fraction of the cost of a charter club.

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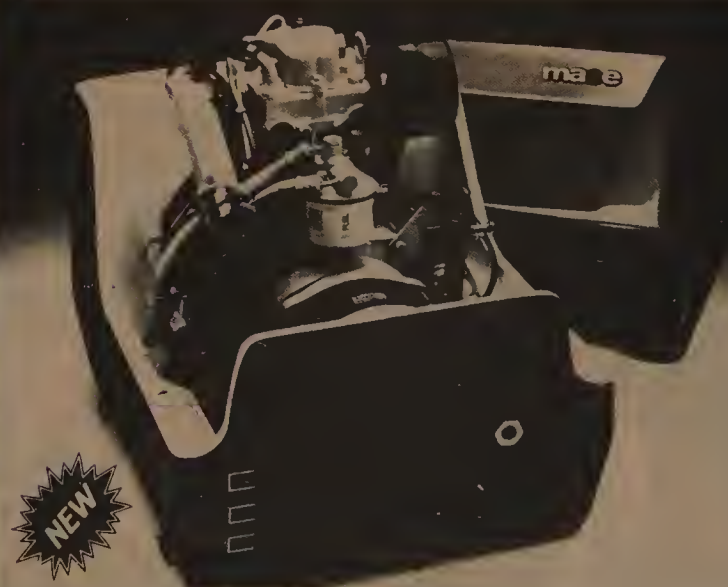
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Nature is into growth. If you are into speed, you know you have a problem.

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The **Buff-Out Pad** (included) lets you wipe off those tiny microscopic organisms with minimal wear on your anti-fouling paint.

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LOOSE LIPS

What a name!

Over the years we've had strong suspicions that a few regional sailing magazines have started as a result of *Latitude 38*. Now we've got proof of one.

A gentleman whose western name is Mr. Charles Mak sent us a copy of his new sailing magazine and wrote the following: "One of the main factors for our pushing ahead with our magazine was the success of your magazine. Our publication is aimed specifically at Hong Kong and the surrounding Southeast Asian region."

Did Mr. Mak call his publication *Latitude 22* or some other derivative name? No way, he came up with the sailing magazine name to top all sailing magazine names: *Fragrant Harbor*. Why didn't we think of that?

Fragrant Harbor is a great little magazine, it's also free and written in English. Next time you're in Hong Kong remember to pick up a copy.

Strange behavior . . .

Can anybody out there tell us why the bureaucracies of this nation do the weird things they do? We swear if there's an agency on cows, its board of directors will all be airline pilots. If there's an airport commission, it's board members will all be lonesome cowboys. And if there's a waterfront committee, nobody will be allowed on if they've seen a beach or taken a bath.

For a long time we thought we had things bad here, what with some of the BCDC Staff's wonderfully wacky findings on liveaboards and their assertion that boats were really 'fill'. But as strange as our 'crats have sometimes seemed, they don't call the Big Apple number one for nuthin'.

A kind reader of ours sent us a hilariously sad item that appeared in the February 1986 issue of *Yachting* magazine. It seems the New York City Department of Ports and Terminals, after three years of study, proposed a 74-page list of safety regulations for marinas and boatyards. Some were real beauties, demonstrating an uncanny lack of knowledge about what they were talking about.

One that perhaps best demonstrated their affinity for thrift was the proposed safety regulation that would require all marinas with 50 or more boats to have a trained and certified fire watchmen on duty. And not just between the busy marina fire hours of 9 a.m. to 5 p.m., but 24 hours a day.

The estimated cost per year for such a service was \$100,000 a year. For a 50-boat marina, that comes to about \$2,000 a year per boat. Say a guy in the marina had a Cal 20; it would mean he'd be paying about \$9 a foot per month just for his share of critically important 24-hour-a-day fire watchmen service.

Another one of the NYCDP&T's proposals was that people not be allowed to stay overnight on their boats. Perish the thought!

Please folks, destroy this item immediately after reading it lest it fall in the hands of the BCDC Staff. Don't want them importing any Big Apple ideas out here, do we?

How's your herring?

Know how the term "red herring" came to mean "a diversion intended to distract attention from the real issue"? Neither do we, but we always wonder when it comes to dreaming up a pithy little headline for this annual watch-out-for-the-herring-boats article.

In fact, you could say we're here to save you weekday sailors from falling for a red herring. (You weekend warriors can go on to the next story. The herring fleet isn't allowed to fish on weekends.) If someone tells you it's all right to use the closely grouped fishing boats as practice marks for spinnaker jibing, don't believe it. That person is trying to distract your attention from the real issue. The real issue is



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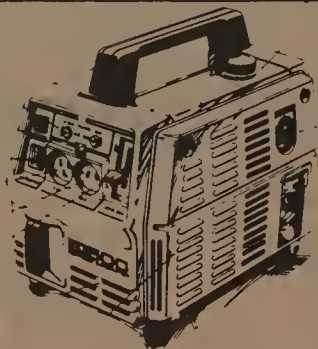
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LOOSE LIPS

that the herring fishermen are out there making a living and recreational boaters should stay out of their way. They have a hard enough time avoiding getting tangled in each other's nets without having to worry about curious sailors snagging one with a keel or prop.

This second of the two-part herring season began January 5 and runs through March 14. The most popular spawning areas for the little buggers are close offshore to the following areas: Sausalito, Richmond, Yerba Buena, Treasure Island, Paradise Cay, Candlestick Park, Belvedere Cove, Horseshoe Bay and the San Francisco Municipal Pier between Van Ness and the foot of Hyde Street. Depending on how the fish are running on any particular weekday, the fleets will gather in one of those locations. The fishermen, the Coast Guard and we here at *Latitude 38* respectfully request that you give the fleets a wide berth and let them go about their business.



Marine art show

February is a rough month. Superbowl has come and gone; holiday bills have just come. No more boat shows till April. Gotta get your taxes going soon. Out on the Bay, lots of rain but not too much wind. Too cold to work on the boat. No real happenings out there until mid-month when you get to go throw money at the new 12-meter.

These are trying times for sailors.

Well, here's a suggestion: go out and get some culture, you heathens. We're not talking a class on pre-columbian bead making or having everything but PBS removed from your TV. How would an exhibit of marine art strike you? It just so happens that the Montgomery Gallery at 824 Montgomery in the City is running an exhibition of that very thing even as we speak. Specifically, the exhibition is called "Maritime Paintings, Instruments and Furniture of the 19th and 20th Centuries," and it runs through February 22. Among the artists represented are Montague Dawson, Theodore Weber and H.R. Dietz. (The photo above is part of an 1887 Dietz painting of the *Levi G. Burgess* passing the Farallones enroute to San Francisco.) Among the "instruments and furniture" are models of prisoner-of-war ships, optical instruments and scrimshaw. Gallery hours are 10 to 5:30 Monday through Friday, and Saturday from 11 to 5. The Gallery's phone is 788-8300.

Father and son covers.

While in England for the Fastnet last year, Monterey's Skip Allan was pleasantly surprised to see his picture on the cover of a new Ian Dear book, *Champagne Mumm Ocean Racing*. We haven't seen a

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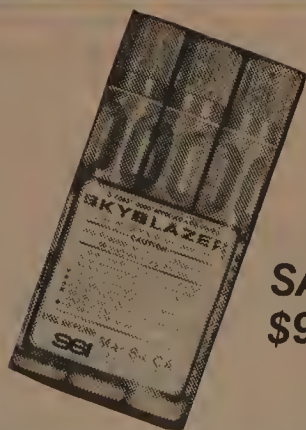
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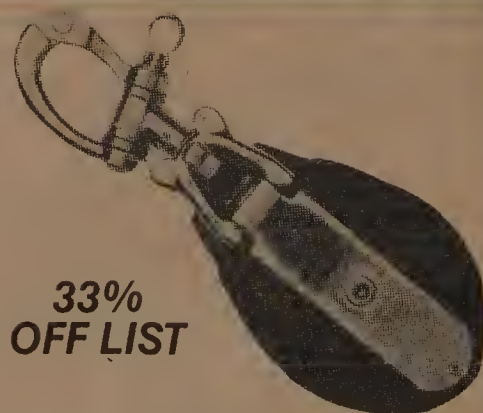
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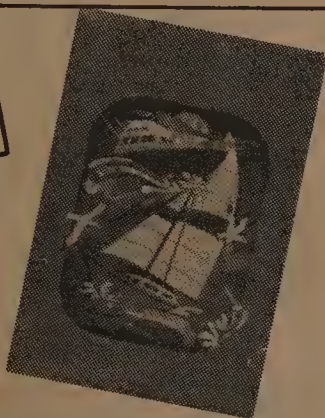
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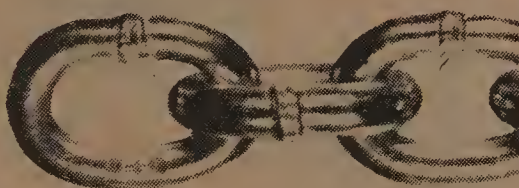
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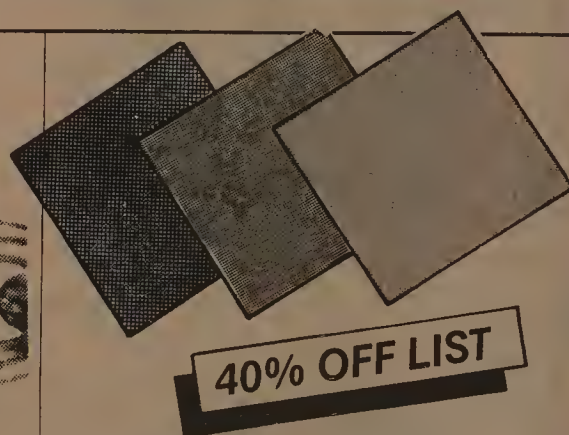
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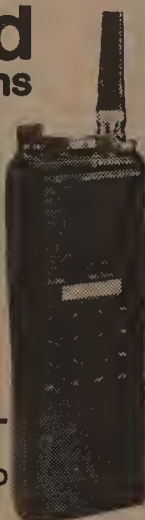
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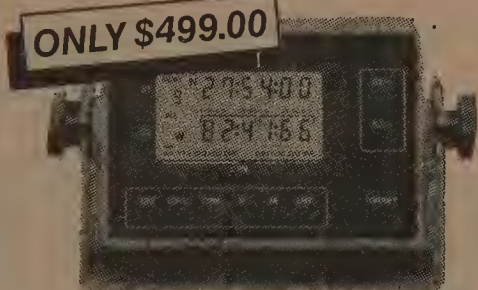
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LOOSE LIPS

copy yet, but the book apparently has stories of just about every ocean race since 1866, and lots of photos. The one on the cover shows Skip at the helm of *Imp* during the 1979 Fastnet. Skip brought a copy of the book home for his Dad, and now it was Bob Allan's turn to be surprised. For on the back cover was a photo of old Dad on the rail of *Morning Star* during her record-breaking 1949 TransPac run! Although the book sold well over Christmas, local bookstores should have *Ocean Racing* back in stock by now.

All right, kid, let's see some I.D.

Part of a two year study of boating accidents recently completed by the California Department of Boating and Waterways had to do with "youth operators". That must mean kids. Anyway, because youth operators account for "a number of . . . accidents," the DBW recommended to the lawmakers that no one under 12 be allowed to operate a motorboat that exceeds 10 horsepower. Well, kids are too sedentary nowadays anyway. Rowing the dinghy back and forth will be good for them.

Well Excuuuuuuuse Uuuuuuuuuuuuu . . .

Alan Hirsch wrote to point out our latest faux pas. That's French for fu . . . well, never mind. It seems that in our typical slipshod manner, we missed the 150th anniversary of Richard Henry Dana's visit to San Francisco Harbor. Well, take it from us, Al, heads are gonna roll over this one. In the meantime, let the record show that Dana, of *Two Years Before the Mast* fame, sailed into our Bay by the City on December 4, 1835. Al also pointed out that Herb Caen missed this landmark headline, too. Which somehow makes us not feel so bad about it.

The forecast for tonight, dark . . .

Banana Republic, the well-known purveyors of quality clothing, travel books and the like, has recently started a new service: weather reporting. In keeping with their style, though, they've taken it one step beyond the ordinary. The Banana Republic Climate Desk can tell you about everything from coastal currents off Brazil to fog in Greenland to the snow pack in Nepal — in fact, anywhere in the world for which that information is available. They even include updates on political situations and travel limitations. Climate experts man the phones Monday through Friday from 8:30 to 5. Their toll-free number is 325-7270.



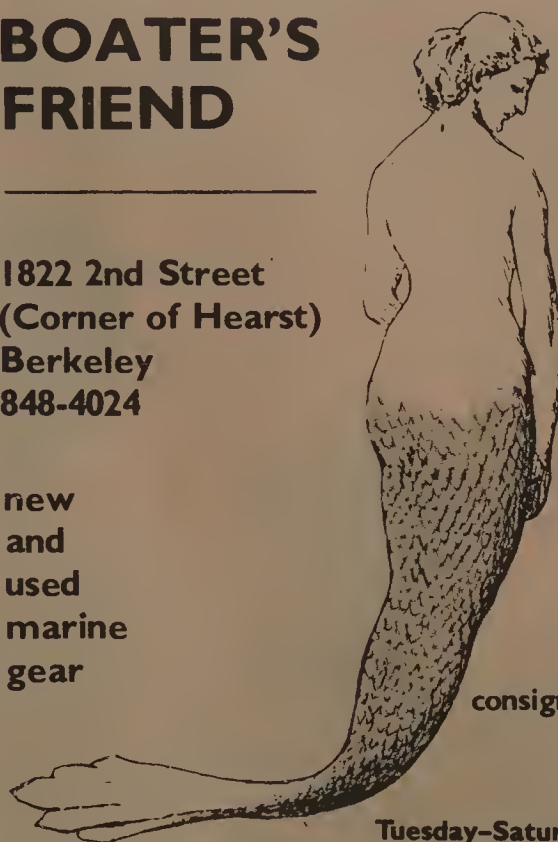
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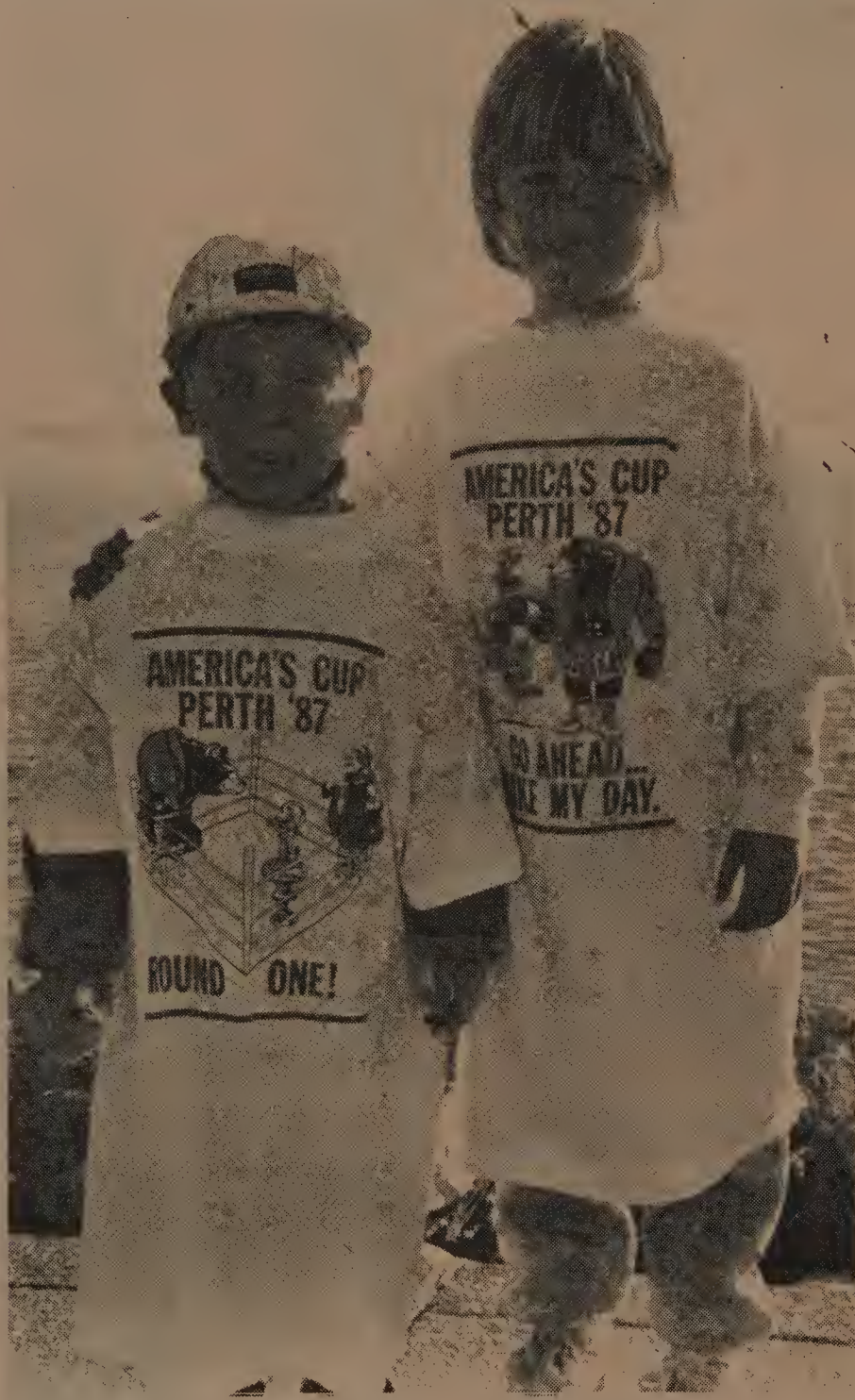
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SIGHTINGS

twelves are coming

For what seems like an eternity, the Golden Gate Challenge has been mostly talk, t-shirts and bumper stickers. That changes dramatically on February 11, when US 49 is christened and presented to the public. The big



LATITUDE 38/JOHN

Support the Golden Gate Challenge by purchasing t-shirts like these.

event takes place at 2:15 in the turning basin of the St. Francis YC, which is located at the foot of Baker Street in San Francisco. This means we'll soon be seeing 12's, like the two at right, racing on San Francisco Bay for the first time.

While Mayor Dianne Feinstein has the honor of breaking the traditional bottle of champagne over the bow, there will be many other dignitaries on hand. These include Cyril Magnin, Chief of Protocol for the City of San Francisco and Honorary Chairman of Fund-raising for the Golden Gate syndicate; Don Guinn, Chairman of the Pacific Telesis Group, the syndicate's principal sponsor; and Tom Blackaller, the General Manager of Operations

cont'd on next sightings page

crew

What's that you say — your kids are sick, your boss fired you and your car doesn't run. And, you forgot to send in your Crew List application and now the dog has eaten the last copy of the January *Latitude 38* in existence? And aw — gosh — shucks it looks like you're not going to get on *this* year's Crew List either? Is that what's bothering you, bubbie?

Then you're in luck! We're feeling par-



twelves — cont'd

list

ticularly big-hearted this month — it might be the pizza and chocolate malt we had for lunch, but why deny ourselves the feeling. So you latecomers who still want crew for a racing or cruising boat can still get on our Crew List for those things.

All you have to do is send a self-addressed, stamped envelope to Latitude 38 Crew List, P.O. Box 1678, Sausalito, CA

cont'd on next sightings page

for the local assault on the America's Cup.

Other dignitaries, specifically you and all your friends, are cordially invited to take part in the joyous occasion.

During the christening ceremonies, US 49 will have her name revealed for the first time. In addition this will be the first time the members of the crew have been announced. Naturally they'll all be on hand. While we're on the subject of firsts, we ought to remind you that US 49, built by Stephens Marine of Stockton, is the first United States 12 to have been built west of the Hudson River.

If you can't make the christening ceremony — it is on a Tuesday afternoon — don't worry because they'll be another opportunity for you to take

cont'd on next sightings page



SHIMON VAN COLLIE

SIGHTINGS

twelves — cont'd

part in the celebrating. On Saturday, February 15, the white-hulled beauty will be presented to the public again during a parade around San Francisco Bay. It all starts at 10 a.m. from Paradise Cay, when the 12 and its tender will circle the Bay in a clockwise direction. See the accompanying map for



US 49 parade route.

approximate times and locations.

The procession will be easy to spot, as San Francisco's fireboat will be in the lead. Once again, everyone is invited to take part, but syndicate organizers request that you stay at least ten boat lengths from the 12 and her tender. There's likely to be a huge flotilla, because everybody's going to want to see the boat that's going to bring the Cup back from the hinterland of that other hemisphere, so be gracious and give everybody a chance to get a close look and a photo.

One week later, on February 22, there will be a \$150-a-plate fund-raising dinner at the St. Francis YC. Cocktails are at 6:00, dinner at 7:00 and presentations at 9:00 p.m. At the speaker's table will be such notables as Cyril Magnin, Naval Architect Gary Mull, Physicist and Co-designer Heiner Meldner, Astronaut Wally Schirra, General Manager Ron Young, and St. Francis YC Commodore Merv Shenson. To order tickets, call Mary Craig at 522-5373.

If \$150 is out of your range, we at *Latitude 38* are trying to secure dining room facilities at McDonalds, where dinner will be just \$1.50 and we'll have contests to see who can fold a napkin to most resemble US 49's delta keel — oh, were we not supposed to say that!?

corinthian centennial

They were the upstarts of their day; young, brassy, energetic sailors who didn't like the way the old farts were running the other two yacht clubs in existence here at the turn of the century. So on March 16, 1886, they

cont'd on next sightings page

crew list

94966, and we'll send you a copy of the applications.

Our deadline for receiving those back from racers with the appropriate (\$1 or \$5) fee is still February 15, so get on the stick! We'll publish the racing crew list in our March issue. You laid-back cruising types can procrastinate sending in your forms until March 15; the cruising crew list will be published in the April issue.



— cont'd

Whether you find your someone(s) by April or not, appearance on the Crew List entitles you to admission at one or both crew parties (one in Marin, one in Alameda) which take place that month. You can still probably get into those shindigs unannounced, but by the time you pay admission, the guacamole will probably be gone and the salsa in jeopardy.

corinthian — cont'd

formed a new club, the Corinthian Yacht Club.

"The sailors at that time felt the two existing clubs, the San Francisco Yacht Club and the Pacific Yacht Club, were devoting too much of their energy to racing large boats. I'm talking about 80-ft schooners that were sailed by hired crews. Our group had primarily small boats, in the 30-ft category," says Will Deady, unofficial historian of the Corinthian YC.

In the 1800's, the word "corinthian", meaning "amateur", was in vogue. So the split off group took that name to emphasize that they didn't hire professionals to sail or look after their boats.

"It was a rebellion against professionalism," says Deady.

The first meeting was held at Arion Hall in San Francisco. Following the initial gathering, land was leased for the clubhouse at its present location in

cont'd on next sightings page



LATITUDE 38/SARAH

corinthian — cont'd

Tiburon. The doors opened in 1887. The new yacht club started with approximately 50 members, but by 1900 it had 250 — the largest membership on the Bay.

Like most yacht clubs of its day, CYC was a male-only organization. Women were allowed in the club only twice a year — for Opening Day in April and for Closing Day in October. That finally changed in 1975, when Bernice Green of Novato became the first woman member.

Always involved with the racing community, the Corinthian YC held the first midwinters on the Bay in 1952. They were also the founding club for SYRA (Small Yacht Racing Association) in 1957 and held the first SYRA regatta off the clubhouse the following year.

Among the events scheduled for this year are the publishing of a centennial book complete with pictures and history of the club and a 100th birthday party on March 16.

Happy birthday, Corinthian YC!

— glenda ganny carroll

nineteen

"Aren't you ready yet?" shouted Hiram Silverman from his idling '82 Pontiac. "We've got an eight o'clock starting time, dear, and we can't afford to miss it again," reminded Hiram as November's bitter memories clouded his mind.

Though still well before dawn, the fading night sky was clear, a breeze just starting to whisper the promises of a gorgeous day sailing on the Bay.

"For god sake, Hiram," scolded Shirley as she waddled towards the already filled wagon with yet another armful of sailing gear, "how many times have I told you not to waste exhaust time, waiting in the car. It's not 1986 you know."

"Just get in, or we'll be late!" replied Hiram as he pressed the disappointment of November from his mind again.

Shirley crammed the required equipment into the car, squeezing her plump figure into what was left available of the front seat.

"You think I'd forget it again," whined Shirley. "Let's not fuss over spilled milk for god sake. We'll make it today."

"Finally," fumed Hiram to himself.

He logged his start time into the state required trip log, started the Caltrans route recorder and pulled out of the driveway.

"You got the Parks and Recreation Day Permit?" reminded Hiram.

"Yes, I got the day permit," shrilled Shirley, "I got the waterway permit yesterday at Ticketron, the volatile fuel permit for the stove from Noise Abatement, the First Aid and CPR Certification from Public Health, and borrowed my sister's BCDC Gray Water Coupon and updated our change of use permit. What'ja think, I'm new at this or something?"

"Well, after last time, god, six months since we drew a day permit from the Recreation lottery, we got all the way down there and you forget the damn AC Transit gate pass! I mean, with a February outing, we may even get three passes this year."

"Yeah, well it won't do us much good if you blow your Air Quality Control Board Exhaust Quota in parking lots," shot back Shirley.

"Ok, ok, but damn it, these tickets and permits are getting tougher to get.

"You got your boat operator's license, proof of insurance, social service's pump-out charge card and the Art Commission's light permit?"

"Right in my pocket and did you remember your current copy of our bottom paint certification from Public Works?" shot back Hiram.

"What'd you think," Shirley whined, "I'm a criminal type or something?"

Conserving the allotted trip mileage, Hiram headed straight for the marina without any side routes. Pulling into the parking lot, Hiram took the first open spot and switched the engine off. Noting the Hobbs meter and exhaust readings, Hiram smiled at his efficiency, signing out the log.

cont'd on next sightings page

ship

If you think you know your stuff, you can test that claim by identifying the meaning of the group of black shapes at right. Give up? It's the signal a Coast Guard vessel uses while it's engaged in work on Aids to Navigation, such as buoys, channel markers, etc.

Winter is the time of year when many Aids to Navigation need to be tended to. The harsh weather can pull buoys off station, knock out shore based lights — a whole multitude of things. If you see an inoperative or destroyed Aid to Navigation, you can do everyone a big favor by notifying the Twelfth Coast Guard Aids to Navigation Office. They can be reached during normal business hours at (415) 437-3506.

If it's an emergency — say the Golden Gate Bridge has toppled into the Bay rendering its channel lights inoperative — call Vessel Traffic Service any time of day or night at (415) 556-2760.

When making a call to either office, be prepared to give 1. the name and location of the aid; 2. what is wrong with the aid; 3. who/what destroyed the aid (if applicable); and 4. your name and phone number or call sign.

Aids to Navigation suffer a lot of damage in the summertime, too. Then vandalism is

boating budget

If the glass clinking at Coast Guard bases around the country was a little more adamant than usual this new year, it's understandable. The huge budget cut — \$230 million — looming over the men in white never came through. Instead, the USCG budget for 1986 will fall just a tad short of the 1985 one. The Coastie's capital account will actually be significantly higher.

And that's not all. For the first time since 1980, \$30 million of boating fuel taxes, the

diesel

Repair of diesel engines can be an expensive proposition. On the other hand, proper maintenance of same can forestall major overhaul virtually indefinitely. If you think you might like to learn a little more about both repair and maintenance of diesel engines, read on.

Beginning March 1, the Technical Education Institute in Pt. San Pablo Yacht Harbor will offer its "Small Craft Marine Diesel Program". In six five-hour sessions, participants will get hands-on instruction from Larry "The Boat Doctor" David in diesel operation, troubleshooting and maintenance.

shapes



the cause, not the weather. If you see someone damaging an Aid to Navigation, don't hesitate reporting them to the Coast Guard. And when you do, don't think of yourself as a fink but as someone who is doing their part to keep the lid on the national debt.

bombs defused

full amount authorized, will go into a trust fund for use by boating safety, education and law enforcement programs. That's more than double the \$13.6 million authorized last year. Congress may even lift restrictions on the use of these funds to build more public access sites. If they do, it means the states could use trust fund bucks to build more launch ramps and moorings.

Yay for our side.

primer

"We're not trying to make mechanics out of people," says partner Gordon Badley. "We're just showing people how to do those things that catch up with you."

Classes will be held from 9 to 2 on Saturdays at the Institute. Tuition runs \$225, which may seem like a sizable chunk until you price a head job on even a small diesel engine. The class will be limited to 15, so that each person can get individual attention "and because you can only get so many people on a boat to bleed a system," says Badley. For more, call TEI at 233-3623.

nineteen — cont'd

"So, now it's Mr. Economy," started Shirley again, "so what's the matter with parking closer to the dock? Now look what you've done, I've got to carry all this to the boat you know! What's with you? You think I'm a mule! I told you not to run the engine in the parking lot. So . . ."

Hiram ignored the whining voice as he put together all the logs, cards, permits, stamps and certificates and trudged off to the harbor office to begin the paperwork while Shirley was left to unload the car.

Two hours later, Hiram appeared from the lines at the harbor office with the harbormaster in tow. Obviously all had gone well as they chatted on their way to the boat. Now smiling, Hiram was pleased to see their boat in the water and Shirley aboard, seeming to have survived the unloading. Routinely, the Harbormaster checked the variety of colorful stickers on the bow, indicating the various permits and licenses required on the vessel.

"Looks good," said the Harbormaster as he started to unlock their berth. "But I don't see a current Housing Authority stamp here."

Smiles vanished in an instant as Hiram and Shirley gaped at each other. Hiram stammered, "Housing Authority Stamp, but . . . but . . ."

"Yeah," replied the Harbormaster as the lock snap shut again. "It became law in January, you folks must have forgotten."

Horrified, with the snap of the lock still ringing in their ears, Hiram croaked, "Another agency — oy drecht! Isn't there something we can do, it's almost eight and . . ."

"Sorry," said the Harbormaster as he pocketed the key. "You understand of course."

"We do, we do," cried Hiram. "Public trust, the bay is public trust."

"Oh, you really do understand," said the Harbormaster with a knowing look. "Well, you folks have been here for years, and I really do hate to see you miss another day," went on the Harbormaster. Hiram now looked confused and numb with disappointment.

"Look," said the Harbormaster as the key came from the uniformed pocket, "I'll loan you my Housing Authority pass," he said as he once again turned the key and unlocked the berth. "Here," he said reaching into his pocket for the red and gold plastic card; "take this and enjoy the day."

Smiling dumbly, Hiram reached for the card. "Thanks," stammered Hiram as he realized that they were now really going. "Thanks a lot."

"Hey, did you guys draw a PG&E sunset permit for today?" asked the Harbormaster.

"No, no luck, but maybe next time," replied Hiram.

"Aw, hell, it's going to be a beautiful day," remarked the Harbormaster, once again reaching into his shirt pocket. "Use mine, I really won't have time to go on the water today."

"This is too much," protested Hiram as he accepted the sunset pass.

"Naw, enjoy," said the Harbormaster, waving them off.

"Thanks, thank you so much," they beamed together.

"No problem," said the Harbormaster as he started back up the dock.

"What a day," shouted Hiram as he happily hoisted the jib.

"Unbelievable," chirped Shirley, "and a sunset pass too!"

"Yeah," beamed Hiram, "Thank God we live in a free country."

Note: In 1986, there are already 19 agencies "safeguarding" the Bay.

— kent (george orwell) greenough

are there any sundown permits left?

As large as San Francisco Bay is, there are darn few places where boaters can anchor for an afternoon. There are even less places boaters can anchor for an afternoon near restaurants or other facilities. Two of these very rare places are Richardson Bay and Belvedere Cove. They are now endangered.

If the Richardson Bay Regional Agency gets its way, anchoring in Belvedere Cove will be prohibited entirely and anchoring in Richardson Bay will be by permit only and restricted to one small part of that bay.

cont'd on next sightings page

SIGHTINGS

permits — cont'd

The Richardson Bay Regional Agency is a joint powers agency that was formed by the city governments of Sausalito, Tiburon, Mill Valley, Belvedere and the county of Marin. As it stands now, they have no authority over boats anchored in Richardson Bay because the Coast Guard has designated all of Richardson Bay as a Federal Special Anchorage. This means that vessels



Local control would mean new anchoring regulations

may anchor anywhere in the Bay without restrictions. Belvedere Cove is currently designated as a General Anchorage, which also means that vessels are allowed to anchor without interference by the local authorities.

In order for the local governments to get jurisdiction over Richardson Bay and Belvedere Cove, they must get permission from the Coast Guard. Such permission was formally requested last December 12 in a letter from Chairman Al Aramburu to Lt. Commander William Dickerson of the Twelfth Coast Guard District.

Four reasons are given for the desire to have local jurisdiction. One is that the unrestricted anchoring has created hazards to navigation. Two is that some vessels and houseboats obstruct "informal channels". A third is the claim that adequate area for anchoring exists elsewhere. A fourth — and this is probably the crux of the whole matter — is because some people are living on boats in these waters and that's said to be in violation of public trust.

If the Richardson Bay Regional Agency gets the jurisdiction they seek from the Coast Guard, they will allow the continued use of mooring buoys that are already located in Belvedere Cove, but anchoring will be forbidden. This prohibition will be enforced by a Harbormaster.

Anchoring in Richardson Bay will be prohibited except for a small portion of the bay to the east of the channel. According to the agency's appeal to the Coast Guard, boaters would not be able to come to Sausalito and just drop the hook — as is and has been common practice since the turn of the century. Before anchoring a permit would have to be obtained from the Harbormaster.

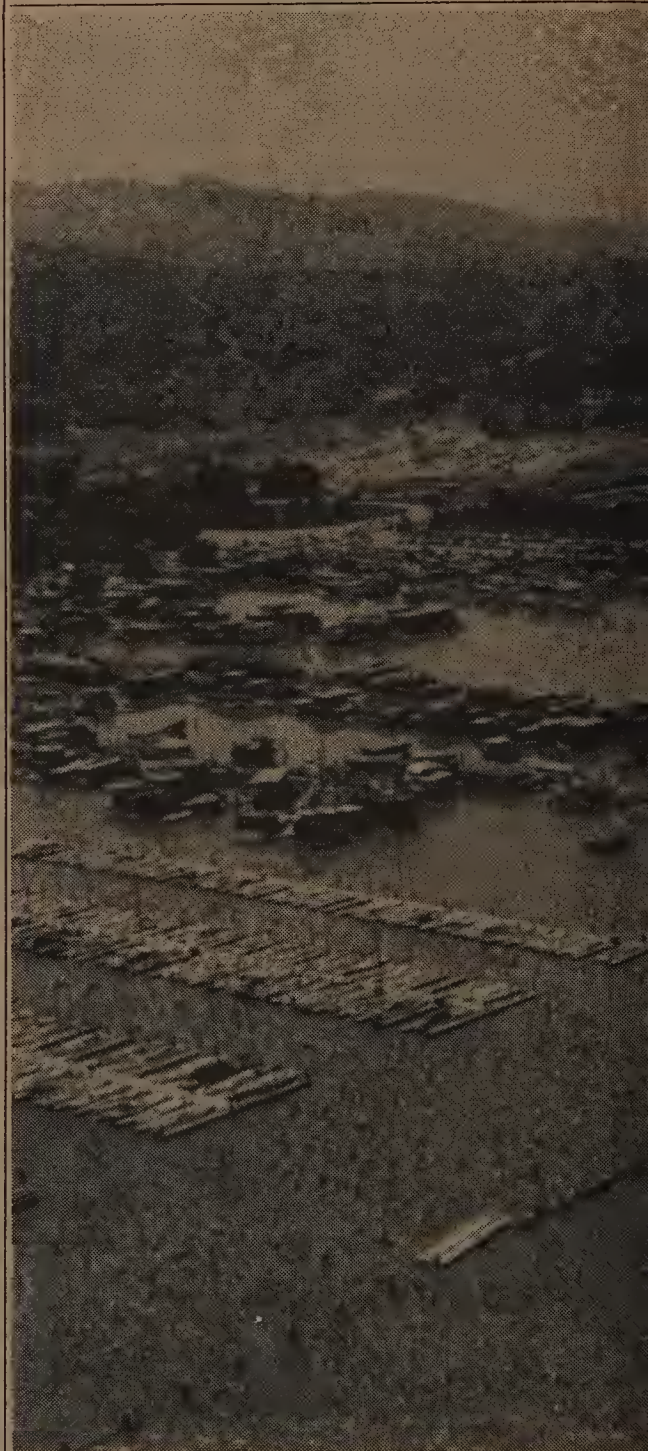
The Harbormaster would allow anchoring in the designated area on a permit basis for a short term, probably up to 30 days. Boats without permits

cont'd on next sightings page

rboc

To most people, recreational boating is just that — recreational. There are those that take recreational boating very seriously, though; watchdog organizations that insulate our sport from the onslaughts of governmental nerdness. We'd like to spotlight one such behind-the-scenes organization this month: Recreational Boaters of California. Here, in their own words, is what they're all about.

"Recreational Boaters of California is a nonprofit corporation, organized to promote the recreational use and development of California's waterways and to serve as



rboc

recreational boating's legislative arm. It was formed in 1968 when California's boaters realized that many law making bodies within this state were unfamiliar with the needs and desires of the recreational boating public.

The primary object of RBOC is to work directly with government on the national, state and local levels to protect and enhance the interest of recreational boaters. We monitor all legislation and work directly with legislators and government officials to write beneficial laws; oppose adverse legislation; curtail the trend to seek more of the boater

cont'd on next sightings page

permits — cont'd

would be forced to leave.

Our inclination is to urge the Coast Guard not to give jurisdiction of these waters to the Richardson Bay Regional Agency. The Agency's request strikes us as anti-freedom, and comes from individuals that have long given the impression of being anti-boating. Besides, we've been through the 'have to have a permit to anchor' routine and don't like it at all.

There are, however, members of the boating community who support jurisdiction being given to the local governments. It's our understanding that the San Francisco and Corinthian yacht clubs prefer a less-cluttered Belvedere Cove for their junior and small boat programs.

Bob Olsen, chairman of the Pacific InterClub Yachting Association's Regional Special Affairs, says the PICYA has no objection to local jurisdiction. There are a couple of reasons for this. One is that Anchorage 10, which is basically south from the Sausalito ferry terminal to the area around the Horizons restaurant will remain an unrestricted anchorage and be unaffected by the proposed action. Secondly, Olsen says the PICYA has seen a more

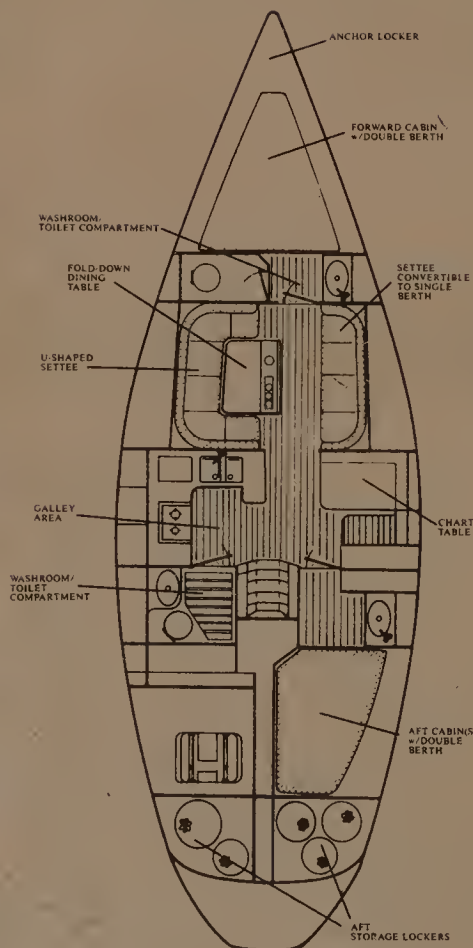
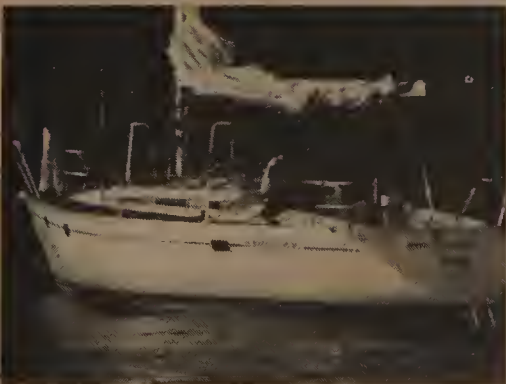
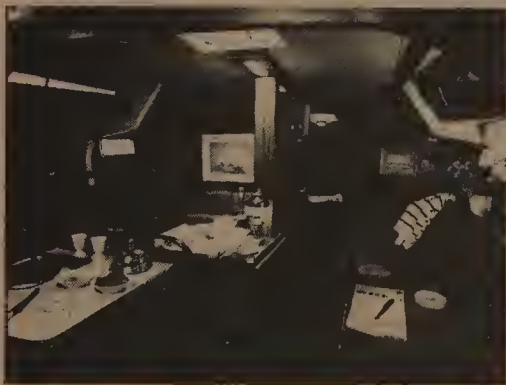
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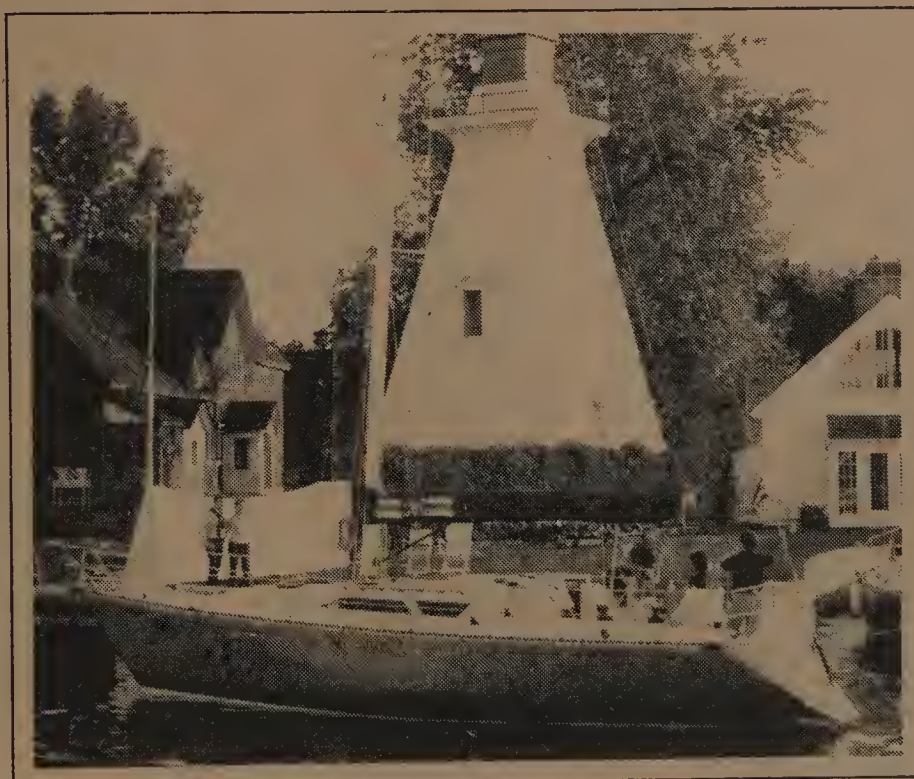
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permits — cont'd

detailed version of the ordinances the Richardson Bay Regional Agency will put in effect if they get jurisdiction, and feels they aren't harsh.

It's his recollection, for example, that ordinances would allow boats to come and anchor for two or three days in the Richardson Bay anchorage area without having to get a permit from the Harbormaster. This may be the case, but it certainly was not spelled out as such in the application for jurisdiction that was sent to the Coast Guard. We'll look into that matter as soon as possible.

If you have feelings on this matter, by all means express them. Address your thoughts, comments and petitions to: Lt. Commander William Dickerson; Chief, Marine Environmental protection & Port Safety Branch, 12 Coast Guard District, Building 54, Coast Guard Island, Alameda, CA 94501-5100. Send all correspondence in the biggest manila envelope you can find or you'll never get all the address on.

As for 'sunset permits', we'll let you know as soon as they become available.

epa says 'no'

Besides running anchor-out liveaboards from Richardson Bay, another important goal of the Richardson Bay Special Area Plan is to have the bay declared a "no discharge" area.

The application for a "No discharge" must go up a river of agencies before it reaches the ultimate arbitrator, the Environmental Protection Agency. According to sources who follow such things, the EPA has indicated it will not currently consider "no discharge" status for Richardson Bay because there are not sufficient pump-out stations.

At least one marina — and several pump-out stations — are expected to be completed in Sausalito this summer. At that time the EPA might be willing to look at "no discharge" status with a more favorable eye.

can't get untracked

While we're on the subject of governments and boats, we might as well tell you that the BCDC has still yet to decide on the definition of a 'liveaboard'. This, you might remember, after four million hearings, ten zillion comments, 39 billion petitions, 48 special committees and who knows what else.

The last opportunity to speak on the matter was the January 16th meeting. There are three proposed definitions of liveaboard, and everyone at the meeting spoke in favor of the third definition. Everybody that is but the boater's old nemesis, the Audubon Society.

The third definition essentially says that you're not a liveaboard until you spend 180 days a year on the boat.

The BCDC says they will finally vote on a definition at their February 6th meeting. We'll believe when we see it.

The looney thing about the three liveaboard definitions that are in the running is that none of them are anything like the liveaboard definition that was accepted for the Richardson Bay Special Area Plan, which itself is part of the BCDC's overall Bay Plan.

Will the a new definition of 'liveaboard' finally settle the long simmering dispute between boaters and the BCDC? It's highly unlikely as the continuing assumption of the main boating organizations is still that the BCDC does not have jurisdiction over boats. That festering difference is likely to break wide open in this year, either in the courts or the California legislature. The era of *dente* between boaters and the BCDC may be coming to an end.

winged-keel wonder

What you see here is the first published photo of the "Mahalo" Syndicate's new 12 meter. Security surrounding this second of two America's Cup contenders is at an all-time high. Until recently, for example, no one even knew

cont'd on next sightings page

rboc

tax dollar; and redirect the current boating tax dollars into boating facilities. Representatives of both the Pacific Interclub Yacht Association and the Southern California Yachting Association formed the association, which was originally called Boat Owners Associated Together (BOAT). (The name was changed to avoid confusion with other organizations.) RBOC is run by a board of directors consisting of nine elected officials from SCYA and nine from PICYA. Officers are elected annually by the board of directors.

Recreational boaters are kept up to date on legislation, legal actions and other important issues affecting boater interests through *Boater Brief*, which RBOC publishes 10 times yearly and mails to club officers and



— cont'd

publications. These organizations then present the information to their constituents as they see fit.

Recreational Boaters receives its financial support from more than 35,000 boating families who are members of 145 yacht, boating and sailing clubs through-out California. Most voluntary \$7.50 contributions are made through club billings, and many are made by individually-mailed contributions. The contribution is a small price to pay to insure that the interests of boaters throughout the state will be adequately protected."

The address of Recreational Boaters of California is Suite 220, 925 "L" Street, Sacramento, CA 95814.

wonder — cont'd

the Hawaiian syndicate existed. No one yet knows who the syndicate members are, when this second boat was launched or what became of the builder. He was last seen in the company of several large men with accents wearing ski masks. Come to think of it, we haven't heard from our photographer or Hector, his trained seagull, since this photo was taken either.

The controversial new design, nicknamed "Bruce the shark," sails completely underwater except for the small winged mast, visible here at the stern. Taking what one spokesman calls "the next logical step" in the evolution of the America's Cup boats, the new 12 has no hull; it's just one big winged keel with a sail. All sail trim, steering and tactics are done below decks in the hollowed-out center bulb. Designer Willie Messerschmitt has overcome crew suffocation problems that plagued the first boat by integrating an ingenious combination dorade vent/periscope into the unstayed rig.

The Pied Piper — "Once they see this baby go, they'll all be following us like children" — is now undergoing sea trials off Hawaii. Results have been encouraging. "The boat just seems to fly through the water," said the spokesman. When pressed for specifics, he would only say, "Gentlemen, please, they have my wife and children."

cont'd on next sightings page



DENNIS ROQUET

wonder — cont'd

As you may have heard, the first boat was lost in a tragic accident last month. A Navy destroyer picked up the radical new yacht on its sonar and, apparently thinking it was a Libyan commando sub, dropped depth charges. No one has seen nor heard from the ship since.

not just for kids anymore

The 1986 schedule for the tallship *Californian* was released recently. In addition to several jaunts up and down the coast, the topsail schooner is also scheduled to spend several months in the Bay Area and make a trip to Hawaii and back.

As everyone knows, *Californian's* main mission is sail training for young people. Among other things, sailing a real ship builds character; makes history come alive and beats anything you can ride at Disneyland. The good word for 1986 is that the kids don't get all that to themselves.

During the past 18 months of operation, many requests have been received from adults wishing to get in on the fun. As a result, the Nautical Heritage Society, which runs the ship, is offering two kinds of programs to those of us over 21.

The first is a number of "High Seas Adventures" — coastal voyages of two, three or four-days duration. Those aboard will have the chance to be working members of the crew, and will be given instruction and guidance identical to that given regular cadets. The cruises are \$125 a day per person; 12 people will sail each time. The San Francisco "Adventures" will sail on May 19-22 and again on May 26-29. Depending on response, more "Adventures" will be added later.

The ship departs the Bay for Hawaii in July with a crew of cadets aboard. A long adult cruise is planned around the islands, and adults will be aboard for the approximately two-week cruise back to San Francisco. Both these



LATITUDE 38/JOHN

The 'California' and corn flakes — not just for kids anymore.

special adult cruises are \$1,800 per person.

The cadet cruises are for young people 16 to 20 years of age. Each of 17 planned voyages is 11 days long and costs \$700 per cadet, with the exception of the Hawaii cruises, which are \$1,000 per cadet. Even if you aren't interested in sailing the tallship yourself (are you on drugs?) or your little ones aren't to cadet age, there are many deserving young people who need sponsorship. All donations to the *Californian* Sea Cadet Program are tax deductible. For more on any of these programs, contact the Nautical Heritage Society of Dana Point at (714) 661-1001, the *Californian's* Northern California representative Ward Cleaveland at 283-2249; or the Tallship Society of Sausalito's president, Donna DeConcini at 332-1187.

sailboat diplomacy

Although the photograph here is poorly lighted and muddy, most readers will probably be able to identify the visage of their former President, Richard Nixon. Why, you're probably asking yourself, is that (circle one of the following two) unpunished criminal / great American smiling, and what is he doing at the wheel of the pleasure yacht?

The correct answer is that Mr. Nixon is doing what he's always liked best, messing about in international diplomacy. You see the 48-ft boat he's standing on is about to leave the factory at Xiamen, China. That's mainland China, mind you, not Taiwan.

The thing Nixon wants everyone to remember about his presidency is not Watergate, but the fact that during his reign he and Zhou Enlai sat down at the Jing Jang Hotel in Shanghai and surprised the world by signing the Sino-U.S. accord. That historic agreement led directly to the opening of business between the United States and China, and eventually businesses such as Celestial Yacht, Ltd, which produced the boat he is standing on in the photograph.

Celestial Yacht Ltd is an American-Chinese joint venture boatyard located 300 miles north of Hong Kong. As of the end of 1985, the company had produced twenty 48-footers, mostly for export to the United States. The joint venture is also building a Nelson/Marek 37 racer/cruiser, the first in a series of N/M designs for the company.

There must be some mentally disoriented citizens in China. Can you imagine having been an enthusiastic part of the Cultural Revolution when you were 20 and now at 40 being a worker in a boatyard producing pleasure yachts for Americans? Oh, the aching heads!

fractured

As an anthropology major in college, I questioned the validity of studying gravestones and arrowheads. What purpose could this branch of academic study serve? Over the recent holidays, the answer may have finally been received.

New York's sensational tabloid *The Daily News* ran a story on December 26 about how Christopher Columbus and his sailors aboard the *Santa Maria* were so drunk from partying on Christmas Eve, 1492, that they plowed into a reef off the coast of Haiti. This invaluable information — perhaps the CHP

asleep at the wheel



history lesson

could use it in their anti-drunk driving campaign — comes from Kathleen Deagan, head of the anthropology department at the University of Florida. Deagan has been trying for the past three summers to locate the remains of a fort built by Columbus's crew from the timbers of the ship, which had been holed but not totally sunk. The fort was known as La Navidad ("Christmas").

Deagan explained that the *Santa Maria's* downfall started on December 23, 1492, when a thousand Arawak Indians paddled

cont'd on next sightings page

Last month we ran a story called "Collision Course" about a merchant ship hitting a Westsail 32 off Pt. Conception. A lot has happened since then, and some of it will really make you wonder what in blazes goes on in some people's heads out on the ocean.

First the good news. Kevin McGrath called to say he and wife Pat had been down in Southern Cal during the holidays to check on *Criterion*, and that work was progressing on schedule. "I was actually amazed at how much had been done," he said. "The whole outside of the damaged port side has been repaired and faired and they were working on the inside." The boat is still scheduled to go back in the water sometime in April or May.

Meanwhile, San Francisco attorney John Droeger was looking for the hit and run ship. As you'll remember, the McGraths were unable to identify it at the time of the collision. Droeger began with a list of departure times for all ships leaving Long Beach and L.A. the day before, and came up with eight possibles. He immediately eliminated four that stopped along the way, and one more because it was black. The ship that hit *Criterion* left several pounds of blue paint on the sailboat. That left one passenger liner and two container ships.

By obtaining copies of the ships' logs and plotting their courses and speeds for the night of November 7 and 8, Droeger soon found what he was looking for. The container ship *Astoria*, bound from Long Beach to San Francisco, transited the area to the south and west of Pt. Conception — possibly just landward of the shipping lanes — just after midnight. The McGraths estimated their position at the time of the collision to be four miles off the coast (about one-half-mile from the shipping lane) and four miles south of the Conception light.

The plot thickens. A San Francisco Bar pilot who was aboard *Astoria* reported that "her Scandinavian master continuously harped about his terrible Korean mates. Apparently, only the chief mate was European. The master said that *he could not communicate* with the other mates." Though ships are required by law to stand bow lookouts, it's possible *Astoria* didn't have anybody watching from the bow — or anywhere else, for that matter. Further, the ship was trimmed stern down, with containers piled high on the decks. Both of these conditions could have obscured her lights to other vessels. The McGraths say they never saw lights.

But of course none of foregoing proves anything. However, a comparison of paint chips taken from the *Astoria's* blue-gray hull to blue-gray chips found on the Westsail shows the two to be identical, at least to the naked eye. A chemical analysis is pending. Droeger has also sent the sailboat's masthead tricolor off to see if an expert can determine if it failed while burning or not, in case someone claims it wasn't on.

By the time you read this, a claim for damages will have been filed against the ship, her master, the mate on duty and the chartering company. (On a bareboat charter, which this appears to have been, the ship's owners are not normally liable.) The chances look good that somebody's going to pay.

As a postscript, on December 18, the captain of another container ship pleaded guilty in a Federal Administration Law Court to failing to report and assist a 57-foot ketch he'd collided with off Southern California on August 16.

In that incident, the crew turned their own ship in. Part of the mast and rigging ended up on the deck of the *American Aquarius* and unconfirmed reports have the captain ordering it thrown overboard. Fortunately, enough was saved by the crew to later be handed over to authorities. Though Charles Cotton's *Quota* lost both her masts in the collision, she stayed afloat and none of the six people aboard were seriously injured.

As a result of his negligence, the merchant captain's license was suspended for 24 months: 12 months outright and 12 on probation. Who was at fault was not an issue at the hearing. That will be determined at a future hearing in San Diego.

All this appalls us so much we're not even going to moralize. Well, maybe

cont'd on next sightings page

asleep — cont'd

a little. We suggest all sailors assume from now on that all merchant skippers are incompetent dolts who could care less if they ground a yacht and its occupants into tapioca pudding. We further suggest that you add a bazooka to your list of offshore gear, and that you go read the paperback *Shipkiller* again for pointers on where to aim. Stay away from the ship channels if you can. If you can't, and your number comes up some dark, moonless night, at least you can take a few of the bastards with you.

strictly controlled

In October, the Monterey City Council approved an ordinance affecting liveaboards in the Monterey Marina. The ordinance, which became effective on November 15, 1985, allows for a maximum of 10 "strictly controlled



A boat is not a home — except for a select few — in Monterey.

liveaboard vessels" in the 425-berth municipally owned marina.

Applicants must meet, in the words of Monterey Harbormaster, L.B. (Brooks) Bowhay, "very stringent conditions" which include; adequate liability insurance on the vessel and holding tanks or Coast Guard approved type sewage treatment systems (can only be discharged at pump-out facility), which the City has the right to inspect "upon reasonable notice".

The applicant (must be the owner) is also "subject to background investigation" according to application instructions. The application asks for character references of at least five years.

As of mid-January (1/22), 16 applications were received by the Harbor-master's office, and only 3 were approved, "with some still pending," said Bowhay.

Bowhay admitted, "the requirements are pretty stringent". But he feels that "it's had a good effect". He mentioned that it will create a small carefully selected community". Liveaboards were not permitted in the marina prior to the ordinance, but he admits that there were "from time to time" illegal liveaboards. With the new ordinance in effect, he said, "several people have made other arrangements".

The average berth fee in the Monterey Marina is \$3.30 a foot and the liveaboards must pay a 100 percent surcharge in addition.

Transient vessels will still be allowed 48 hours, which is sometimes relaxed due to weather or mechanical breakdowns.

wing & a prayer

While the St. Francis 12 is the first ever to launch in San Francisco Bay, it's not the first to hit the water in Northern California. That distinction belongs to *Canada 1*, which launched soon after we put this issue to bed in late January.

Actually, the boat is technically *Canada I-B*. After their last attempt at a challenge, the Canadians sold *Canada II*. When it was decided to throw the hat in the ring this time, the Vancouver syndicate elected to modify the boat

cont'd on next sightings page

lesson

out from the Caribbean island of Hispaniola to check out the big canoe with sails. The Spanish sailors were well received, and started trading beads, brass bells and other items for gold, according to the ship's log. One thing led to another and they got to drinking and carrying on throughout the night and into the next day. By Christmas Eve everyone was pooped, and all 50 crewmembers dozed off, leaving the cabin boy at the helm.

Around midnight, the ship hit a reef.



— cont'd

Columbus awoke and sent out a boat to pull them free, but the men in the boat instead panicked and rowed over to the *Nina*, one of the other ships on the expedition. The *Nina*'s skipper wouldn't let them aboard, so they returned to the *Santa Maria*, but by then it was too late to save the ship.

So the next time you get a little tipsy on the water, remember that it could ruin your whole day, maybe more. And if it could happen to Christopher Columbus, hey, it could happen to you!

— shimon van collie

wing — cont'd

they still had, *Canada I*. And we're talking Modifications. Among other things, they lopped about 12 feet of bow off the boat and added the mandatory wing to the bottom of the keel. When they were done, the "after" was so different than the "before" that *Canada I* just didn't seem to fit anymore. But they couldn't name it *Canada II* because there already is a *Canada II*. That's how we get *Canada I-B*. Does any of this make any sense?

Anyway, the Canadians are going to practice every day they can in the waters of Monterey before coming up here to get in a little practice against our 12. One Canadian syndicate member says conditions in Monterey more closely resemble those in Perth, but the Canadians really want to see how *I-B* is going to do against another high-tech 12. (The Chicago syndicate's

cont'd on next sightings page



SKIP HOWLAND

wing — cont'd

12-Meter is also scheduled to arrive out here soon.) Here's the rub: If the Canadian boat doesn't do well, word is that they will build a completely new boat within 120 days. Film at 11.

the pacific cup

It began at the turn of the decade when someone uttered the immortal words, "Why not?" Indeed, why not have a race from San Francisco to Hawaii on the off years of the famous TransPac? The interest was there, the boats were there. All they needed was a starting line on this end and a gun at the other.

And so it was, and it was good. Forty-one yachts crossed the starting line in July of 1980, bound from San Francisco to Nawiliwili Harbor on the Island of Kauai. Rough weather caused nine boats to retire in the first few days, but nothing held *Merlin* back. The Bill Lee 67-ft ultralight reached Kauai four days ahead of the second boat, the Santa Cruz 50 *Secret Love*, another Bill Lee design.

In 1982, *Merlin* was back against such competitors as *Zamazaan*, *Great Fun* and *Swiftsure*. *Merlin* was again first to finish, beating her previous record by four hours, making Hawaii in 10 days, 3 hours, 23 minutes.

In 1984, the start moved from Baker Beach to inside the Gate off Marina Green. But that didn't change the way it turned out. *Merlin* was again first to finish, this time under skipper Ben Choate III, and again broke her previous time. The record now stands at 9 days, 7 hours and 49 minutes. An ad for this year's race show a photo of Choate, *Merlin*'s record time and in big, bold letters, "BEAT IT!"

Upwards of 75 entrants so far are signed up to try to do just that, including the old girl herself, *Merlin*. To make things even more interesting, several new divisions have been added to the IOR and PHRF divisions this year: the doublehanded, triplehanded and unlimited (boats up to 100 feet) divisions. Trophies will be awarded for first to finish, first in each class, and to the first boat to break the all time sailing record from San Francisco to Hawaii — 8 days, 2 hours. It was set by the clipper *Swordfish* in 1853.

Of course the Pacific Cup — and all other races — aren't just about finishing first. They're about good times also, such as the one spinnaker-eyed Matt Morehouse is pictured having at right aboard his Freya 39, *Candide*, during the 1984 Pacific Cup.

For more on the Pacific Cup, call the Ballena Bay YC at 521-RACE.

big race preview

Big races and series require big preparation, which means it's good to decide what races you want to do well in advance. In addition to the above-mentioned Pacific Cup, here are some important races/series you need to give consideration to right away:

June — Long Beach Race Week. The first big IOR gathering of the year.

June 14 — Singlehanded TransPac. San Francisco to Hawaii. Singlehanded Sailing Society, Tony Smith 454-2312.

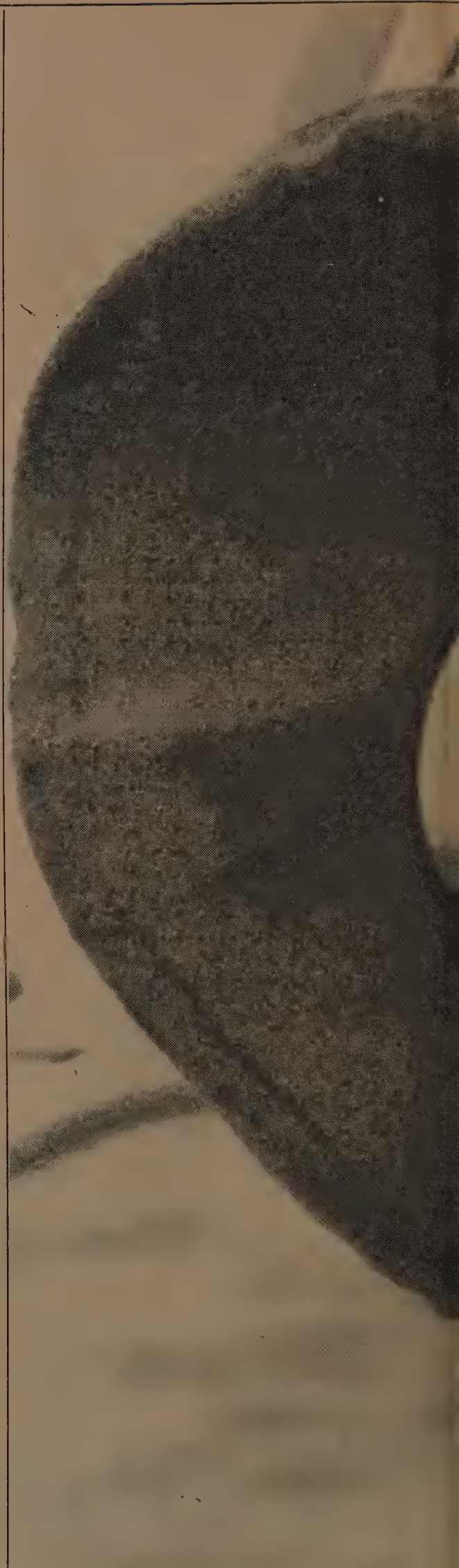
July — Oakland to Catalina. One of the fastest-growing events around for PHRF ocean racers.

July — MORA Long Distance Race. If you're boat is under 30 feet and your friends accuse you of not playing with a full deck, this is the race for you.

August — Clipper Cup. Big, brassy, splendiferous IOR racing off the Hawaiian Islands.

August/September — Big Boat Series. In IOR in the Bay, everything else is just practice.

November — Mazatlan Race. Following the summer down Mexico way.





JOHN BISCHOFF

THE BAY WANDERER

In last month's (or was it a couple of months ago?) installment, we left the Bay Wanderer in the midst of a game of darts at the Barge Inn in Alameda. Despite initial misgivings — "All they have in Alameda is bimbos and boat brokers," was the way he put it as we remember — it sounded to us like he



Above, when the wind blows, the waters east of Alameda offer some excellent flat water sailing. Spread, passing through the Park Street Bridge.

IN ALAMEDA, PART II

was having a pretty good time. We pick up the second half of his report just as his lady friend, the Wanderette, joins the dart game.



THE BAY WANDERER



The Wanderette put the first dart in the bullseye: 50 points. It wouldn't have been so bad except I'd just told everyone she'd never played before. They all went crazy. The next two went in the 20 section, the second highest value section on the dartboard. They went crazy again.

"Did I do good?" she asked.

"Go sit down," I said.

"231" the machine said. Her first throw and she was well in the lead over two experienced players and one semi-experienced player — me.

George, our main competition, was still smiling — kind of. "You're not trying to hustle us are you?"

"Me? No," I said. "Beginner's luck. Pure luck. She couldn't do that again if she tried." The next turn she got a 20 and two 19s. The next time, another bullseye. She ended up winning by a pretty good margin. I was glad George wasn't a Royal Marine.

But I'd made a decent showing. Jim Browning, a local sailor who did the Big Boat Series on *Sundance* last year was the one who'd lent me his darts, and he and I and George played a few more games and talked boats. The Wanderette talked girl talk with someone at the bar and gave Skip nasty looks. He was beginning to get a kick out of it. He even smiled once.

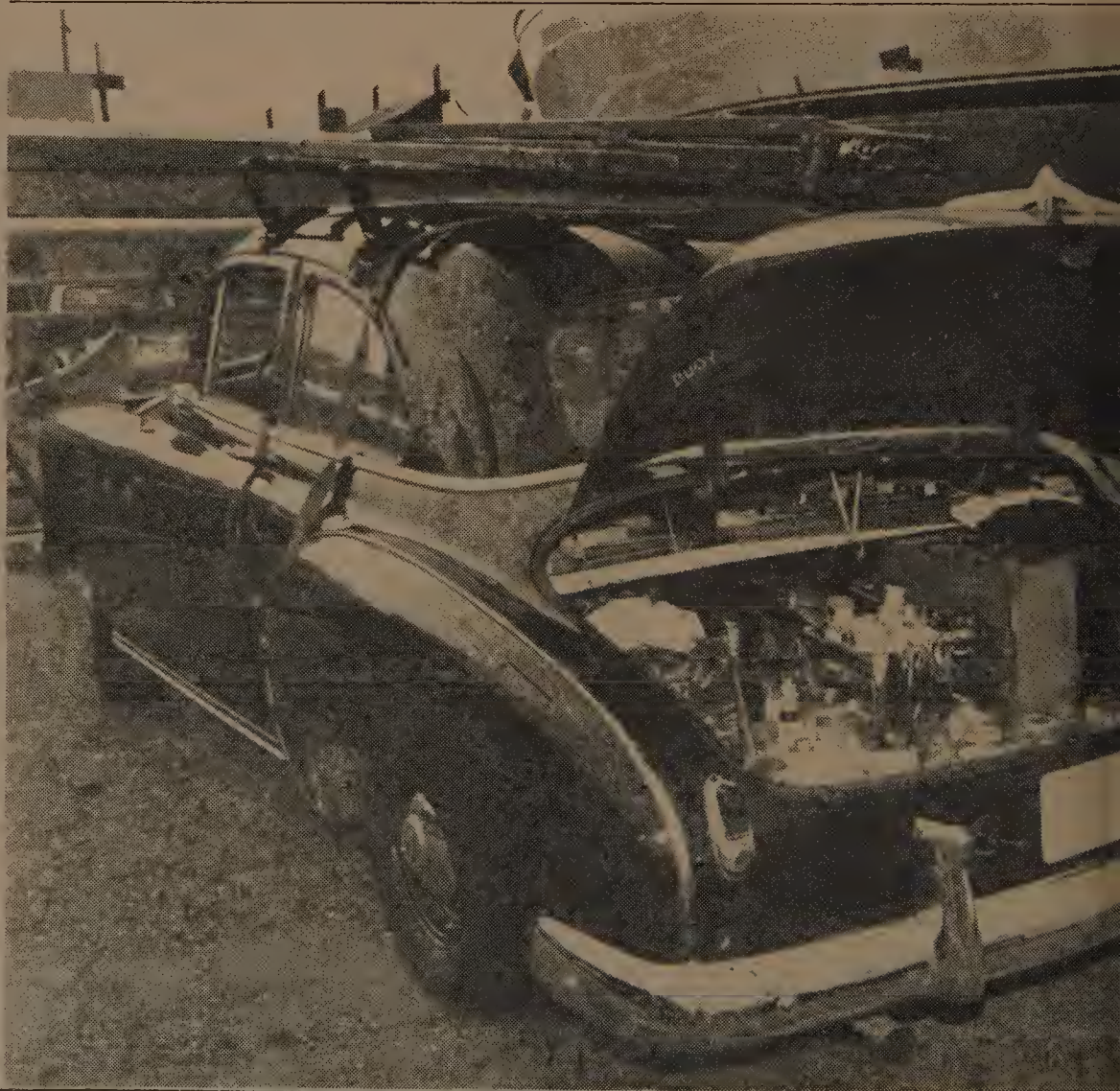
It was a good evening. I made it out of the place with most of my money, a handful of new acquaintances and the Wanderette. I was glad we didn't have to drive (and so, I imagined, were Mothers Against Drunk Driving). We giggled and shivered and stumbled back to the boat at Marina Village. Gawd it was cold. I dug out our little electric heater, strung the electrical cord and fired that

mother up. It typically makes about as much difference as a bucket of water out of Niagara Falls, but every little bit helps. We climbed under the covers in the forepeak with most of our clothes still on and fell asleep immediately.

And woke up almost immediately, or so it seemed. One thing that's puzzled me since childhood is why I can't sleep late on boats or in station wagons. When the sun is up, I'm up. In this particular case, having many more beers (and a few rum and OJs) than hours of sleep made it all the worse. No, I take that back. What made it all the worse is that the Wanderette can sleep in. After tossing and turning vainly for about half an hour more, I gave up and got up to make coffee.

Skip wasn't kidding. I guess I was out of my mind to want breakfast because from what I can tell, no one in Alameda eats it or serves it; at least no one near the water. Unfortunately, we'd left the rice crispies home and we both needed more nourishment than coffee could provide. After finding all local eateries around Marina Village

Above, another mode of wind-powered transportation on the Estuary. Below, Al Gerundo and his 1950 Chevy.



"Even
Oakland was pretty
good in '41."

closed, we motored down to the Alameda Marina. The closest we could get there was the aroma coming from the Harbor Inn, which opened at 11:30. At that point, most of the morning was gone anyway, so we wandered around the shipyard while we waited for the place to open.

Normally, wandering around shipyards is one of my favorite things to do in the world. I like wandering around truck stops too, but they're more of a commute. It's just kind of neat to check out who's doing what to what boat; much neater when your head isn't re-



jecting the rest of your body as if it were a bad transplant. Then we ran into Al.

Almon Gerundo is a familiar figure in the shipyards of Alameda, and not only because he's been painting boat names on for 42 years. The first thing that catches your eye is the Chevy. He bought the gleaming black beauty new in 1950 in North Dakota, he says. It cost \$1,610. "Look at this," he says, and pulls the original owners' manual out of the glove box. "My wife marked our gas driving out here." His finger moves down a column of neatly printed figures. "The most we ever paid for a tank of gas back then was \$3.65."

The car has been Al's "work truck" since '54. The cavernous trunk holds all his paint-



Early morning reflections.

ing gear in neat order. The roof rack holds his ladders. He charges \$35 an hour and most simple boat names run about \$90. Al does the big jobs, too, like the gold leaf on the Alameda Bank. He's had that account for 25 years. But he likes boats. "They're easy," he says. When you're 67, you appreciate the easy ones more.

Al appreciates Alameda, too. Nice place to live, he says. Still a nice place to raise a family. Maybe not quite as nice as it used to be, but nice. He smiles. "But even Oakland was pretty good in '41." The Wanderette tugs imperceptibly on my sleeve. It's 11:30. We bid Al a good day and walk over to the Harbor Inn.

The place strikes me as a little on the incongruous side. Its very suit and tieish atmosphere seems a little out of place in a shipyard. And I feel a little out of place walk-

ing in with jeans and a sweatshirt and being seated by a guy wearing almost a tux. We were too hungry to stand on formality for long, though. The club sandwiches were a bit pricey, but excellent. By the time we left, the place was packed with people in suits and ties.

Rejuvenated, we walked around some more. I wandered through Svendsen's new chandlery and dropped subtle hints for Christmas. "If I don't see one of these under the tree, I'm leaving you for a younger woman."

"Don't let the door hit you in the butt on the way out," she said, acting as bored as I do when she drags me around Macy's. "I have a headache."

"What does that mean?" That you want to go?"

"It means I have a headache. Do we have any aspirin on the boat?"

"I took the last of it this morning when I couldn't get back to sleep." We asked someone where the nearest place to get some was and she said the grocery.

"It's down that way (pointing east), not too far."

We walked out of the marina and down the street. And walked, and walked. I didn't even see anything resembling a grocery on the horizon. I was starting to get a headache myself. Tired, too. The Wanderette didn't seem particularly fazed. "Hold up there, winged Mercury," I said.

"What's the matter?"

"What's the matter? We've been walking for hours now and I'm getting tired. Besides, they didn't tell us this place was in Arizona."

She looked at her watch. "We've been walking 10 minutes and we're hardly a quarter mile from the yard. God, you're out of shape."

Like I said in the beginning, she makes the truth brutal. "Okay," I snapped, "Go on, get it out of your system right here in front of God and everybody. I'm out of shape."

THE BAY WANDERER

Yesterday it was overweight. Is there anything else? How about ugly and bad in bed, too?"

"I didn't say that, but as long as you brought it up . . ."

"Great, terrific. Make my day. I wish I were never born. Are you happy?" She smiled and started to giggle. "What the -/& are you laughing at?" I bellowed.

"You. You're funny when you're mad."

The Squirrel Cage is a little bar across from the marina. We decided to see if they had any aspirin. No luck, but the shadows were friendly and the woman behind the bar offered coffee. We sat down. While Waylon

ALL PHOTOS BY BAY WANDERER

Everybody knows somebody in Alameda. Our somebody was Art, an old friend that the Wanderette had promised we'd stop in to see when we were in the area. In fact, she'd promised it thousands of times. I'm was sure Art had given up on us long ago, but we were going to try to find him anyway.

Art lived on the Estuary "In a white house with an all glass front down from the High Street Bridge." That's what the directions

No one home. Maybe it was the wrong place. We went up and down once more, sailed around San Leandro Bay a little and then headed back up the Estuary. Oh well, we tried. Just so Art would believe it, I took a picture of the place. Now there was just one more stop I wanted to make.

The bridge tenders were a little slower responding to our blasts from the air horn going back. Don't know if they thought we were playing games by coming back within an hour of passing through the other way, or



and Willie got back to the basics of love on the jukebox, two locals were practicing their darts on another electronic dart board. One woman was at the bar doing the books. The woman who offered the coffee was getting ready for the lunch crowd, which she said included a lot of yard and boat people.

"We gotta get one of those dart boards," I said.

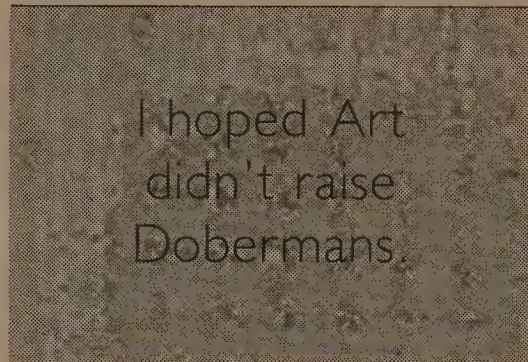
"Oh, right," said the Wanderette. She always gets sarcastic when she has a headache. "It would go just perfect with our fur lined sink and electric dog polisher."

"Cute. Very cute. You'll have plenty of time to think up more one-liners next month because I'm going to leave you home and go Bay wandering with the dog."

"Do you want to live a long and healthy life?" she said, with a mock glower. That delivery always took the wind out of my sails. I mock glowered back. She smiled. I smiled. We pecked. "You're not ugly," she said. I waited for the other "nots". She laughed. I laughed. "Let's go see Art," she said. The lady behind the bar said the coffee was on the house and wished us a good day. I tipped her a buck.

The Red Sails is another popular eatery with a guest dock in front.

said. We air horned our way through the Park Street, Fruitvale and High Street bridges and cruised up and down through the flotsam-choked reach. The crust of crud coming in on the tide was so thick I thought we could probably walk to shore if we needed to.



After a couple passes, we finally settled on the house that best fit the description Art had given. There was no dock out front, so I dropped the Wanderette off on a neighboring dock and circled while she climbed gates and fences. I hoped Art didn't raise Dobermans.

whether my turning into the strong Westerly current made them wonder if I really wanted to go through. The current was such that our anemic four was just barely outrunning it. The Park Street tender was the worst. We blasted and blasted the blasted guy, but he wouldn't open the bridge. I considered lobbing a flare into the control booth and making obscene remarks on the VHF, but just then an ambulance rushed across the bridge. Imagine the nerve of some people getting sick and injured while the Bay Wanderer is stuck between two bridges burning daylight. A moment later, the alarms sounded, the span yawned open and we motor drifted through.

Mid afternoon saw us once again tied up in front of the Barge Inn. It wasn't exactly at a guest slip, just an unoccupied one. But we were only going to be there long enough to have lunch so everything was cool. There was a whole different crew on duty for lunch. Skip was sitting at a table by the bar, going over figures in a book.

The reason we were there was to fulfill this hobby fantasy of mine to live out the lines of

songs I like. It all started when a friend called me one night years ago and said "You may not believe this, but I'm stuck in Lodi." I sympathized with a broken down car, but thought it was immensely cool to be stuck in Lodi, since that was the title of a popular song at the time. Since then, I've lived out the lines of songs whenever I could. Over the years, I've rolled down the river ("Proud Mary"), flown a taxi around frisco in the rain ("Taxi"), been a solitary man ("Solitary Man") and stood on the corner of 12th street and Vine with my Kansas City baby and a bottle of Kansas City wine ("Kansas City"). Actually, she was from Des Moines, but you get the picture.

Now I was about to answer the musical question asked by Jimmy Buffet a few years back:

*I like mine with lettuce and tomato,
Heinz 57 and french fried potatoes.
A big kosher pickle and a cold draft
beer,
Well, good God almighty, which way
do I steer
For a cheeseburger in paradise . . .*



Above, late afternoon sailing off Alameda. Below, a lot of Bay flotsam ends up in the Estuary.



Well, you steer toward Alameda because there it was, right there on the menu before my salivating face: Cheeseburger in Paradise. \$4.95. You have your choice of six kinds of cheese — Swiss, bleu, gruyere, jack, American, feta — to go on the one-third-pound patty. I picked Swiss. And of course a cold draft beer to drink. The Wanderette thinks this is one of my weirder hobbies, especially when she remembers the Kansas City part. She ordered a salad.

Women have no sense of adventure.

The Cheeseburger In Paradise was culinary paradise. Take it from one who knows: I may not like fish eggs, but I do consider myself somewhat of a gourmet where hamburgers are concerned. I've hardened my arteries with the best of them. I ate it slowly, savoring the texture of the burger and significance of the moment. They even had Heinz 57 on the tables. In typical fashion, the Wanderette ate the good stuff

off the salad and started picking at my french fries. I glared. "You have ketchup on your chin," she said.

We didn't say much as we motorsailed back up the Estuary on another dying afternoon breeze. It wasn't until we'd crossed under the Bay Bridge that she turned and smiled. "That was fun."

"I was just thinking the same thing," I said. "I still can't believe you got a bullseye on your first throw." She laughed. "I still can't believe the look on your face when I did it." We both laughed.

"When can we go back?" she said.

"To Alameda?"

She smiled.

"That's quite a change from when we started."

"I had a great time. Those were neat people we met. Even Skip. I talked to him after you told me to get lost so you could 'savor your lunch'. And we promised Joanne and Allan that we'd come visit them sometime."

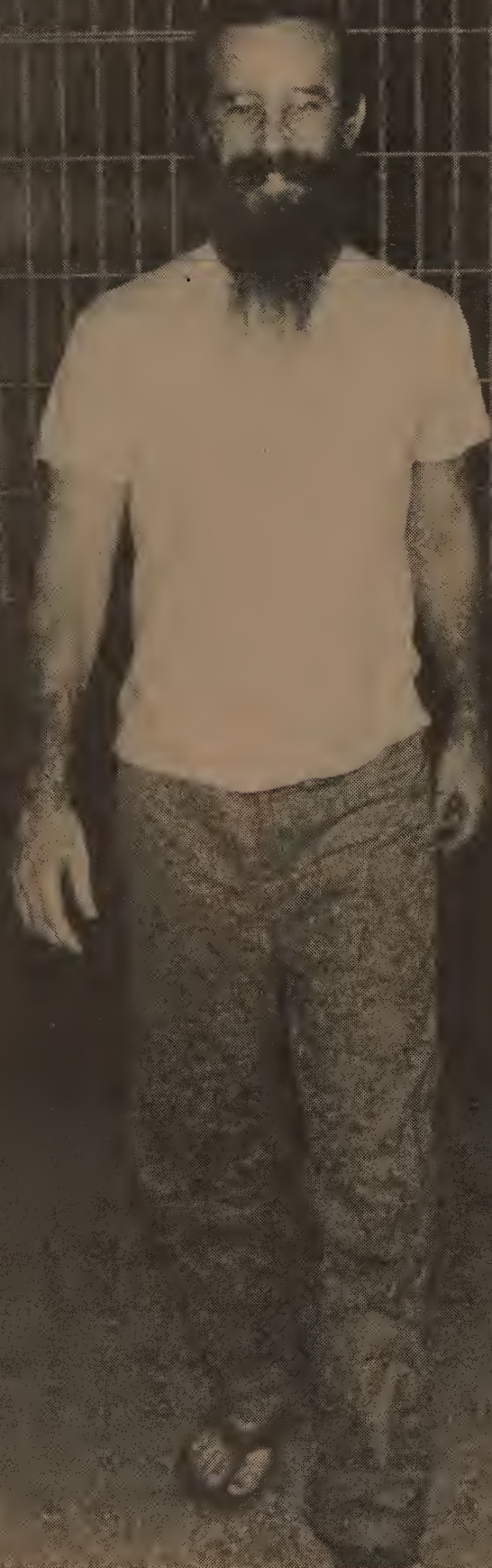
"Yeah, we did. I had a great time, too. I'd like to go back with friends and try that 'Indulgence Burger' at the Barge Inn. You know, that \$16 hamburger for four people. And we only scratched the surface of places to go.

"Alameda was all right," I said as I coiled the hose after washing the boat down. We wheeled a dock cart full of gear to the car and tossed it in. "And you know something?" She looked up.

"We didn't see a single bimbo."

— bay wanderer

JAIL PERSONNEL ONLY
ALLOWED BEYOND THIS LINE



THE LATITUDE 38 INTERVIEW

BRUCE PERLOWIN

PART II

Readers of the first half of the Bruce Perlowin interview — it appeared in the January issue — will remember that the 34-year-old Perlowin's marijuana smuggling operation brought 346,000 pounds of pot into San Francisco Bay between 1979 and 1983. Most of the pot came from Columbia and was transported on fishing boats; a small amount came from Thailand by boat. The wholesale value of the pot was put at \$138 million. According to Perlowin — a claim backed up by some government authorities — that makes his organization the biggest pot smugglers to ever be caught on the west coast.

To appreciate how huge it was, Perlowin says the overhead was as much as \$500,000 a month.

How did he finally get caught? The end came from two directions. The money laundering operations came apart when a worker in that office was busted for a small amount of pot and traded access to critical documents for a lesser sentence. This put the authorities on Perlowin's trail, although it took them more than a year to get anywhere with the information.

Things also fell apart on the smuggling end when a captain that had been busted was facing 18 months in prison. He was, Perlowin claims, to have received \$40,000 a year for the time he'd spend in prison. But when someone didn't pass the money along, the captain got angry and cooperated with the authorities. Thus, the gig was up.

We begin the second half of the interview talking about the 5th of 15 trips the organization participated in.

38: Let's go down through the next couple of trips.

Bruce: The *Aubree J*, a steel albacore boat, was the next one in May of 1980. I believe she ran out of fuel and had to be refueled at sea. No, I take that back, it was the next trip with the *Mary Collette* that ran out of fuel about 200 miles west of San Diego.

There's an interesting story. Remember the *Potomac* owned by the Crippled Children's Foundation that got busted here in San Francisco? That boat loaded up on the east coast of Columbia, came through the Panama Canal fully loaded, and parked in Puntarenas, Costa Rica. The boat had a DEA infiltrator aboard, naturally unknown to the rest of the crew. Our boat, *Mary Collette*, rafted up to this boat in Puntarenas on her way down to Columbia for a load. The funny thing is that they didn't know we were smugglers and we didn't know they were smugglers. They got busted on San Francisco Bay on the way in.

Mary Collette strategically — and I say that jokingly — ran out of fuel 200 miles west of San Diego. I say strategically, because for the next week the Coast Guard boarded every boat over 30 feet that

came into San Francisco Bay looking for dope. Had we not ran out of fuel, we would have run into that surveillance sweep.

38: If one of your crews had gotten busted, would they have led the authorities back to you?

Bruce: It's hard to say. It's an individual thing.

Well, as a matter of fact the captain of the *Mary Collette* did fink. Later that boat became the *Rachel M* for a trip exactly a year later; it was busted, and the captain finked.

38: Okay, let's keep going with the other boats.

Bruce: The *Shanti* did another trip in 1980. It's interesting, the first time *Shanti* came in three days early because she'd been pushed north by a hurricane. When I met the captain he said, "Man, there were 30-ft waves, just the way I love it."

38: Are you sure you're not getting the *Shanti* trips mixed up? The second one came up in October, which is hurricane season; the first came up in February, which is not hurricane season.

Bruce: Well it must have been the second time. Anyway the captain said he loved it that rough whereas I had thought it might be

interview:

somewhat dangerous. Are you sure February isn't hurricane season?

38: We're positive it's not. And October is about the worst month of the year for hurricanes in that part of the world.

There's a notation in the time line here about the 37-ft Pacesetter motorhome. Did you just purchase that?

Bruce: No, I'd had that from the very first trip.

38: Tell us how it was equipped?

"In our spare time, our people would practice the escape routes and find new ones."

Bruce: Actually, it wasn't completely equipped until the *Shanti* came in. The situation was that the motorhome was parked at a house I rented on top of mountain near Skyline Blvd. The motorhome was like a James Bond secret command post. Inside and outside it looked completely normal. However, inside the closet in the bathroom was a soundproof radio and monitoring room, jam packed with sophisticated electronics.

Not only did the radio equipment afford us radio contact with our boats, but it also kept track of every Coast Guard boat and airplane in the Pacific from Panama to Alaska and to Hawaii and beyond. And this information was very useful. For example, during one of our trips the Coast Guard set up a blockade from San Diego to the Oregon border. We thought they were looking for us — later it turned out they'd been looking for a big heroin shipment — so we kept our boat 800 miles offshore until the blockade was ended. Had we not been on top of it, our boat probably would have been busted.

38: Exactly what kind of electronics did you have in the motorhome closet?

Bruce: We had a marine SSB, a marine VHF, and a 2-meter VHF to talk to offloaders at the dock and lookouts. We had a CB and a modified CB which covered the frequencies between channels 40 and 99 where there is no traffic. We also had an aircraft radio, several Bearcat scanners, and a \$25,000 broadband scanner. Each radio had several headphones connected to it, and there were special fans to keep the radios cool. We had a large control panel with monitors and indicators to be sure that everything was working properly. In addition we had banks of batteries, back-up batteries, and battery chargers. We were hooked into regular AC power in the house, but also had a generator for emergency power.

Everything outside the motorhome looked normal, too, but it wasn't. For instance, the PVC flagpole flying the American flag was really used to hide the antenna for the marine SSB radio. And hidden high up in a redwood tree was the antenna for the marine VHF radio. The normal CB antennas mounted on the motorhome rear-view mirrors were really for the modified CB and for the 2-meter walkie talkie. The TV antenna was re-designed for the Bearcat scanners and hidden in another redwood was the antenna for the broadband scanner. The mobile phone radio antenna was hidden in the air-conditioning unit. Fanning out underground from the motorhome in several directions for a distance of 100-ft were copper 'radials' to give the radios more power to transmit and receive. The ham radio antenna was mounted to the house, because that was normal for the area.

38: What did the broadband scanner do?

Bruce: That covered all the bands — and then you can narrow it

down to a specific frequency. It's much more sophisticated than the Bearcat scanners.

38: As a result of monitoring these radios you knew where all the Coast Guard vessels were on the west coast?

Bruce: Pretty much, yes.

38: How many big vessels did they have operating on the coast that you had to keep track of?

Bruce: Personally I don't know. That was one of my general's responsibilities. I oversaw everything from sales to legal investments, so many things were delegated. But when I went into the motorhome I could see on the chart where every bust on the eastern Pacific had occurred; we had marked them.

(Editor's note: Perlowin knew where all the west coast busts had taken place, because prior to initiating west coast operations he commissioned a Berkeley research company to do a study on west coast pot busts. He told them he was doing a movie on the topic. Perlowin ultimately chose San Francisco as the offload spot because most busts took place near San Diego or near the Oregon border.)

Perlowin later commissioned the research company to do further studies. One was on the Sandinistas, as the Perlowin organization wanted to operate a fishing fleet in conjunction with them; a fishing fleet in which every now and then one boat would slip away to Columbia for another load. Another report was on jojoba beans. Perlowin wanted to buy land along the coast of Costa Rica to grow them, this would serve both as a cover for their smuggling operations and give them a more private staging and refueling spot in Costa Rica. Perlowin altruistically noted that jojoba beans "are the only substitute for whale oil" and thus such a project would "help save the whales". Yet another report was commissioned on the fishing industry on the west coast, so the organization would have a better idea of what was going on where they operated.)

38: How many offshore busts had there been?

Bruce: I can't give you an exact figure, but there had been a lot. Many of them up by Coos Bay and down by San Diego. We had the bust areas marked in red, and thus you could see where the Coast Guard were active and where they weren't.

We'd also get positions of all the Coast Guard vessels working offshore — we got these almost daily. You'd get the information in different ways. For instance, a Coast Guard vessel would radio a weather report in, and they'd give their position when they'd do that. From this we could tell where they were.

As for Coast Guard aircraft, we were able to track them and learn their standard flight patterns. They usually went out, down south, in, and then up the coast. We had all the boats and planes tracked.

38: You normally communicated on what, SSB radio?

Bruce: Yeah. You're on 12 meters when you're down in Columbia, 8 meters when you get closer, then 4 or 6-meters when you get closer still, I can't remember exactly. Then when you get real close you go to marine VHF.

And then your ham radio is your backup. Also we modified our ham radios so they'd operate on the SSB frequencies also.

38: We presume you spoke in code?

Bruce: That's correct. Before each trip the captain and crew and the radio people would set up codes covering every contingency and every possible emergency. Out of fuel, out of oil, so many miles to go, position — all those kinds of things. We gridded out the entire area and they'd give their position by that grid. For example, section one, A-4, something like that.

38: Wouldn't these channels be monitored and wouldn't other fishermen get suspicious?

Bruce: We talked in normal fishing language. In the fishing industry here everyone is very secretive about where the fish are biting,

so they all talk in code themselves. So we blended right in.

38: What was the next trip?

Bruce: The next boat in the sequence of trips was the *Taylor Day*, which is a million dollar research fishing vessel. The previous boats I owned, this one we rented.

38: If you already owned those boats, what did you need the others for?

Bruce: We needed this one because we wanted to bring a 60,000 pound trip in. The whole story of the *Taylor Day* is described in the piece I wrote called "The Plight of the *Sailor Night*, A Drug Smuggling Adventure". *Sailor Night* is actually the *Taylor Day*. [Editor's note: we are negotiating to run "The Plight of the *Sailor Night*" in the next issue.]

I'll briefly summarize that trip, which was to be our first big load, a 60,000 pound trip. Not realizing how much bigger this boat was than the previous ones, we didn't anticipate it would have such a hard time getting up the river to pick up the pot in Columbia. It finally made it, but only after being holed. As it hit the open ocean for the trip up to Richmond, it was starting to sink. So we had another boat go down and transferred the pot to it. It was down in the Gulf of Fonseca, and then we took the *Taylor Day* into El Salvador for repairs. The boat was put under house arrest on the suspicion it was there to smuggle guns. While we got the first 30,000 pounds to Richmond pretty quick, we didn't get the *Taylor Day* back for an entire year.

What the story I wrote doesn't say is that we had left 30,000 pounds right on the beach. Thus we had to send the *Rachel M*, previously known as the *Mary Collette*, down to get it. And they got busted coming back up.

38: Who busted them?

Bruce: The Coast Guard did during one of their surveillance sweeps.

38: When you mention the pot was left on the beach, how long was it left there?

Bruce: About a month. When I say on the beach, I mean in the village and under canvas cover — stuff like that. The whole village knows what's going on. It's a fishing community, similar to a lot of places on the Mexican coast. I imagine it's the same all the way down to the tip of South America.

The next trip was the *Robin Ann*, which was the last trip I did with my Ann Arbor partners, Fred and Ned. We said we'd do one more trip and then we'd dissolve our partnership. That boat brought 33,000 pounds back.

There's sort of a funny story that goes with that one. The boat would be coming in during April, which is not albacore season. So we put a spool on the boat for longlining to disguise our real purpose. After the boat came back to Richmond and offloaded, we loaded it up with two truck loads of yellowfin — 38 tons — we had bought, and made it look like it was unloading this catch of yellowfin at Moss Landing.

38: Why go to all the bother?

Bruce: Because where was this boat for two months? When a boat comes back to a harbor after two months, everybody wants to know where it's been. And in case of a later investigation, we wanted a good cover story. So the guy gave him the Fish and Game ticket, and paid him with a check from his company for the 38 tons.

38: Well where did you buy the fish?

Bruce: From a cannery in San Diego. Then our captain delivered it to Moss Landing where we sold it.

38: Isn't it a little suspicious for a fishing boat to come in and buy 38 tons of yellowfin from a fish cannery?

Bruce: Our captain told the cannery he was buying it to re-sell.

He told them he was selling it to a church group. It's not that unusual.

But the funny thing is that none of the other fishermen knew it, so everybody in Moss Landing thought this guy had gone out and somehow caught 38 tons of yellowfin out of season. So suddenly he's swamped with questions about what kind of equipment he's using, where he's been — all that stuff. Before you know it he's got this big fleet going 700 miles out to the Urban Banks looking for yellowfin.

38: And then all come back empty? (Laughter).

Bruce: (Laughter). No, that's the funny part, they all came back with full loads. It turns out the fish are out there. As a result of the original charade, the government is giving seven grants a year to develop long-lining out at the Urban Banks. The *Robin Ann* became a very famous fishing boat up and down the coast because of that.

38: How many fishing boats are there like that on the west coast? Hundreds? Thousands?

Bruce: I have no idea. Lots of them, and many know each other.

38: Do they all know who is running dope and who isn't?

Bruce: They probably have suspicions.

Our next trip was the *Taylor Day* again. It had been down in El Salvador, Nicaragua and Costa Rica and finally back down to Columbia for the period of one year. Finally it came back with a load. That was a relatively uneventful trip — well there were some problems afterall. The offload boat came in on the wrong night.

38: That was the guy who just came into Fisherman's Wharf and called you on the phone and announced the stuff was in? And you told him go back out again?

Bruce: Right.

38: You must have been ready to lynch him.

Bruce: Yeah. That's when our guys went out in the speedboat during a storm. And let me tell you these guys were beat after three days of waiting around under the Richmond Bridge in a speedboat during a storm — and they still couldn't find the guy. (Laughter).

38: They were out in what, a \$50,000 Scarab?

Bruce: Yes. Later we modified those boats. We put the exhaust under the water so they were really quiet and stuff like that.

38: Who did all of the modifications?

Bruce: One of my generals took care of it with the offload crew. It was another one of those things I knew nothing about and where they were experts. And remember, we were full time smugglers. In their spare time, our people would practice the escape routes and find new ones. And they'd do it at night under realistic conditions. So when we weren't actually smuggling pot, we were constantly trying to improve all aspects of the business. It was a full-time occupation.

We also had an aircraft radio, several Bearcat scanners, and a \$25,000 broadband scanner.

Our next trip was to Thailand.

38: How did you set that up? Had you ever done business in Thailand before?

Bruce: No, but after the last Columbian trip we had money, so we sent someone to Thailand and it's the same thing as Columbia.

38: You walk around and make connections on the street?

Bruce: No, it's not like that. You know someone who is in the

interview:

business in Thailand and they're going to work with you. They're partners with you at first.

38: Well how do you know who is in the smuggling business in Thailand, from connections here?

Bruce: Yeah. I could tell you all the people who did Thai trips, we all know each other. Of course, I won't. I'm in jail here in San Francisco from Texarkana because the Grand Jury hopes I'll give up

"We equipped them with all the very best stuff because they would be carrying \$30 to \$40 million of dope . . ."

some names. I'll give up property and money, but I will not give up names.

38: Those are long trips to and from Thailand. What is it, about 6,000 miles?

Bruce: I think it's more like 8,000 miles each way.

38: Why go that far, Columbia is so much closer?

Bruce: The Columbians started getting a little mad because the market started falling out here, but the bottom line was that we could make a lot more money with Thai dope. I could buy the Thai weed for less, yet it sold for \$1400 a pound here while the Columbian only sold for \$300 a pound. The reason for the difference in price is that the Thai weed is about six times as strong as the Columbian. So the reason for going to Thailand was the profit motive.

So we did the Thai trip — that was the one where there was a blockade here on the west coast and we had to hold our boat at sea for a couple of weeks until it was over. We used a motor schooner for that trip.

38: Who was your captain on that one?

Bruce: That one I won't talk about because the government doesn't know exactly what happened. These are just worldwide captains, guys who've imported hash and all that kind of stuff.

38: Where do you get the stuff in Thailand?

Bruce: You load up in the Gulf of Siam. In this particular case we started in Australia, where we bought the boat, then went up to Singapore, and then on to Thailand.

38: You started buying boats all over the world?

Bruce: We bought the motor schooner, yes. One of the boats we bought, a North Sea trawler, was purchased in Holland. We brought it to the Bahamas, through the Canal, and all the way to Thailand. That trip didn't come in, however. They got all the way over there and the Thai connection fell apart. These people with the Thai fishing boat who were to load the freighter went out to the Gulf too early, so after waiting for three days they dumped the load and came back in. And there was a little bit of heat on also, because one of the guys had flipped out or something. He gave the signal to go too soon — this was the connection that was to load us up. So when they flipped out, their organization fell apart and we had nobody to load us. And it was getting to the end of the season — Thailand pot is a seasonal crop. So we spent \$220,000 getting the boat over there, all for nothing.

38: That's what it cost, \$220,000?

Bruce: Yes. To equip it, to get it ready, to fuel it, to put on electronics.

38: We presume you really cherried these boats out in terms of radios and electronics.

Bruce: Oh sure. We equipped them with all the very best stuff

because they would be carrying \$30 to \$40 million of dope on that boat. So spending a couple of hundred thousand getting it cherried out in the beginning is nothing. For all the trips we had spent more than \$2 million in equipping the boats with electronics and gear.

Some ill-equipped or unsuitable boats don't make it back from Thailand. A lot of sailboats have disappeared.

38: Was it because they were double-crossed or attacked by pirates or because it's a long ocean trip?

Bruce: Because it's a long ocean voyage. There are pirates in certain areas, but you can usually avoid them. But you arm yourself heavily, too, because no question, there are modern day pirates. All our boats were heavily armed

38: Like with what?

Bruce: Law's rockets.

38: What?!!!!

Bruce: Law's rockets. Oh you *have* to have rockets! (Perhaps the most emphatic sentence spoken during entire 2.5 hour interview.)

38: Are you saying 'large' or 'Law's'? These prison telephones aren't too clear.

Bruce: Law's. They're the portable rockets — bazooka's I guess is what they really are. If you watch the news about Beirut you see them all the time.

38: Well where do you buy that stuff?

Bruce: Various arms dealers around the world.

38: Can you buy them in the States?

Bruce: Sure.

38: How much do they cost?

Bruce: I can't tell you right offhand, but they're not that expensive. You can buy them in Singapore — you can buy everything in Singapore! We'd buy a certain amount of arms for our boats here, then we'd stop in Singapore and load up. I should explain, however, that this was not my area of expertise and I was not ready to arm myself — at least not yet. When I was done, I armed myself and my house in Ukiah, but that was the last thing on my mind. I'm a survivalist however, and getting myself armed was the thing I did when everything else was done.

38: Well what other kinds of arms did the boats carry besides rockets. Machine guns?

Bruce: Machine guns, oh sure! You know, Uzi's and stuff.

38: They're that easy to obtain.

Bruce: Oh yes! I mean I never carried them, but everybody else I know did. I mean I did have a pistol and a AR-15 and a shotgun, but only later on. I only started carrying those after my worker got ripped off in Miami that time.

But we had access to any kind of arms you could want. I remember one time I told the Columbians I could bring them down some Law's rockets and some hand grenades, but they said not to, because the workers would just steal them and use them to rob banks. They said just to send a couple of automatic rifles instead.

38: Well what did you do with all the arms when you got back here, hide them?

Bruce: Well we didn't arm the boats until the last minute, when we were putting on all the fuel and food. And the arms were only necessary on the Thai trips; the Columbian boats didn't need them. Well one boat we armed down in the Caribbean, because it never came to California. It went through the Canal over to Thailand.

38: So did any of the Thai trips work?

Bruce: One of them did. There were three Thai trips on the planning board, one of which worked. Then I got arrested in Chicago stemming from the Florida money-laundering thing. But by that time they also knew I had been smuggling into Florida, the whole story.

When I got arrested a lot was going on. A boat was in Costa Rica

waiting to bring up a load, a boat was heading down to Columbia for a load, and a boat was on her way to Thailand to bring up a load. The boat that was down in Costa Rica came in, but not to Richmond because that dock was raided. But the authorities at that time did not know about our alternative pier.

38: Which was where?

Bruce: Dock number two was down in Redwood City.

The trip on the way down to Columbia also came in; not in the Bay but somewhere in Northern California. I won't say where because the government doesn't know.

The Thai trip I imagine came in, but I don't know where, who or what. And it was a huge trip — 50,000 pounds!

38: At \$1400 a pound, that's \$70 million!

But you were gone by then and the operations just kept going on their own momentum?

Bruce: That Thai trip wasn't mine, I was offloading it, just a semi-partner. So I imagine they just went to an alternative site and got the trip in.

38: Are most of the people involved in this kind of smuggling intelligent? You obviously have a lot of organizational talent.

Bruce: I would say the Perlowin Smuggling Organization was probably one of the — I don't know if I should say probably — was a highly intelligent group. I'm not speaking of myself personally, but my partner Fred, who has a master's degree and PhD from Harvard, and the others.

I personally have a lot of persistence and common sense. The Shure's — Fred was a nuclear physicist!

38: In the piece you wrote about them you said you had to keep bringing his attention back to the current conversation because he kept drifting off trying to come up with an equation to describe Rubrik's Cube.

Bruce: Fred's brother also had a degree. Harry Foster, my front man, had a master's degree in English. All the local fishermen were brilliant, highly-successful and very intelligent fishermen.

38: So most of them didn't really need the money?

Bruce: No, all of them did need the money because the fishing industry was going to hell — really going to hell. I mean I saw guys losing their boats. If it wasn't for me these guys would have lost everything.

38: What happened to all the vessels, were they confiscated?

Bruce: Yes. The government does seize them and sell them.

38: What happens in the case where you rented or leased a boat? Can they still confiscate it and sell it? Or does it go back to the original owner?

Bruce: If I rent a boat for smuggling and the owner has no knowledge of it, the government can't confiscate it. But sometimes they do anyway.

I'm not completely sure on these details, however, because I was in prison when all of this started to come down and because nobody wanted to talk to me. One reason was because nobody was sure if I was going to rat on everyone. Secondly, it wouldn't have been smart for anyone to talk to me because the case was being investigated. So while a lot of stuff happened, I wasn't always current or made aware of changes.

I do know, however, that a big priority for the government is to get property now.

38: We've been having a Dope Boat of the Month feature in the magazine. A couple of months ago the boat was *Mir* a boat that had been stolen from the government on the east coast, sailed through the Canal, picked up a load of dope, and was busted off the Channel Islands when the Coast Guard did a fly by and noticed the name. [Editor's note: a letter in last month's Letters column says the above

statement is not accurate, we defer to that opinion.]

Bruce: That's really crazy. We used to change the name of our boats once or twice during each trip.

38: Wouldn't that make people who knew the boat suspicious?

Bruce: No.

38: For example, Puntarenas, Costa Rica. That's not such a big place. People must know a boat after it comes in a few times.



LOOKOUTS

1) Alerts everyone with a walkie-talkie when the boat reaches the Golden Gate Bridge, then goes to spot #11, to watch north of the pier. 2) Watches the Coast Guard station by the G.G. Bridge. 3) Command post-apartment on hill with radios and visual contact to boats. 4) Communication and surveillance yacht. 5) Watches C.G. station on Treasure Is. 6) Watches hellport at Alameda. 7) Lookout apartment on 2nd floor at dock with radios, scanners, walkie-talkie, and starlight scope scanning the Bay. 8) Guard at the first gate at foot of pier. 9) Lookout on hill watching the only access road to the pier. 10) Lookout on mountaintop watching Richmond Bay Harbor Patrol, and S.F. Bay. 11) Man from spot #1 watches San Pablo Bay for approaching C.G. 12) Houseboat up the Delta with one truck and one man on standby in case of problems at the dock, and an alternative off-load spot is needed. 13) Back-up dock number two with one truck and one man in a motorhome in case of a problem and the boat must head south. 14) Motorhome on top of Skyline Blvd. 15) Escape route for one of two speedboats docked under the pier. Truck and van waiting. 16) Escape route for second speedboat docked under pier. Truck and van waiting. 17) Truck route to stash houses after unloading the boats at the pier, to be weighed in and distributed. One "lead" car and one car followed behind each truck that left the dock — all in communication with each other and the stash houses.

Bruce: You never bring a boat to the same place twice. I'll give you an example. The *Aubree J*. We changed the name, we painted it from blue to white and we changed the whole superstructure. We changed the appearance of the boats as much as possible. We'd change the rigging, everything.

It took the government a year — this is after everybody was talking — to figure out that the *Aubree J* and the *Renee II* were the same

interview:

boat.

38: A lot of cruising sailors go between San Francisco and Panama. What ports did you stop in when you had to refuel? Although we suppose you mostly did non-stops.

Bruce: Most were non-stops, although we had emergency boats all over. We had emergency boats in San Francisco, Moss Landing, San Diego, an 85-footer in Acapulco, and Costa Rica.

CRIME AND PUNISHMENT

Bruce Perlowin admits that his organization smuggled 346,000 pounds of pot into the United States from Columbia and Thailand.

Perlowin puts the "primary wholesale value" of this pot at \$136 million. He translates this to a "retail street value" of \$500 million. The government figures on such amounts of pot are always higher because they calculate on a "price per joint" basis. The F.B.I., Perlowin claims, would therefore value his total imports at \$952 million, while the less parsimonious Drug Enforcement Agency would put the figure at an impressive one billion six hundred million. Of course at this level, who's going to quibble over a couple of hundred million?

As all of us who've gotten a speeding ticket or robbed a bank know, we must pay when we commit crimes against society. The following are the "payments" members of the Perlowin's organization have had or will have to make. Understand that the sentences and the crimes are as given by Perlowin. Since we haven't the resources to confirm them, we've not used the names he provided us with.

Position	of Service	Length Sentence
General One	3 years	3 years
General Two	3 years	3 years
General Three	2.5 years	2 years
General Four	3 years	3 years
Major One	2 years	3 years
Worker One	third drug offense	18 months
Worker Two	not given	6 months
Major/Worker	not given	500 hours community service
Worker	not given	500 hours community service
Minor One	not given	6 months community service
Minor Two	not given	6 months community service
Minor Three	not given	probation

CONTINUED ON NEXT PAGE

38: We remember some of your material mentioned exploring Mexico's Clarion Island for an emergency site.

Bruce: Right, it's the westernmost of the Revillagigedo Islands of Mexico. I sent Paul Hill down and he overflew Clarion Island and took pictures and it looked like a good spot. Then we sent a boat down for more photographs and to drop a mooring, map the island, and see who was around. He said it was perfect. So we sent the 85-footer down with a ton of stuff; a 19-ft Zodiac, generators, gasoline and diesel fuel, radios, survival gear, clothes, food, fresh water — and we were going to bury it on Clarion. We figured if any of our boats broke down maybe they could hobble to Clarion. And we were going to develop both Clarion and . . . I can't remember the name but it's farther south.

38: Socorro? Clipperton?

Bruce: Clipperton, that's it. We saw a Jacques Costeau special in which he landed a plane there. So we were going to fly the pot directly from the farms in Columbia to Clipperton and then come up by boat from there. We also were going to set up a lobster operation there with a factory processing ship as a front and to store pot.

38: You also wrote about your organization's experience trying to set up a cooperative fishing venture with the Sandinista's in Nicaragua. Were you personally involved with that or someone else in your organization?

Bruce: Phil DiGaronimo was the guy.

38: He was the guy from Moss Landing you pretty much sucked into the thing against his will?

Bruce: Yes.

He almost got killed down there, so he started talking in Italian because he couldn't let them know he was an American. I can't remember if that was El Salvador or Nicaragua, but one of the two places he was approached with machine guns.

38: Why didn't you smuggle coke? Ethical reasons? Because it was more violent?

Bruce: To start off with, I could have had a minimum of 100 kilos of coke, up front, no money down, on every trip. But I've seen what coke can do. And I attribute the success of our operation to the fact that none of our guys sold coke and they used very little amounts of it.

38: Why?

Bruce: Number one, because we were professionals and coke smugglers are unreliable. You start snorting coke and you get paranoid, you start acting weird, you start making mistakes — it's an extremely destructive drug. Not only individually, but for a whole organization.

38: Well what are your feelings on marijuana — and what were they then?

Bruce: I think people should have the freedom to choose if they should smoke pot or not. That's also my feeling now. I also feel that people should not smoke pot, and that it's destructive. Maybe it's less destructive than alcohol, maybe it's more — but they're both destructive things. I think people are stupid to do any drugs — alcohol included.

38: Did you have the same feelings when you were smuggling?

Bruce: No. Now I'm back to being a yogi like back when I was younger. You can trace a curve of correlation between the two; when I was doing yoga meditation I wasn't smuggling, but as I started to smuggle I started to meditate less. As I really got into smuggling I really fell away from meditating.

38: In other words there was a negative correlation between smuggling and your spiritual life. It's kinda like us and work. (Laughs).

Bruce: But back then I was very open-minded to people smoking pot.

38: We remember reading that the drugs you preferred were quaaludes and percodan?

Bruce: Up until a year before my arrest I was doing a lot of percodan and quaaludes. That was just part of my destructive lifestyle. I'd do them to party and I took percodan to ease my tension headaches. Of course when I stopped taking the percodan I stopped getting as many headaches.

While I was smuggling, I was a stress freak. It's more addictive than heroin. But your body can only take it for two or three years before you start making bad decisions.

38: You had a multi-million dollar home in Ukiah. What happened to that?

Bruce: The government seized it. Actually I gave it to them as part

of a plea bargain agreement. I decided that I couldn't give up people to the government, but I could give up property. And that's the only thing I had to bargain with.

38: Do you have any money left?

Bruce: Between the government and the lawyers, they got everything. I've got nothing socked away or saved. They found the \$250,000 I had in silver hidden in the walls of the Ukiah house.

38: You're honestly saying you don't have a couple of million from the \$136 million stashed away?

Bruce: There's nothing.

38: And you have a wife and a couple of kids?

Bruce: I have two ex-wives. Becky was my wife during this smuggling period, and we split up about a year before my arrest. She's remarried now.

38: Did she get any of the money?

Bruce: She didn't want anything. She didn't want the house — and she could have got half of it. She felt she was raped when 21 agents charged through the Ukiah house since I hadn't been living there six months. I was hardly ever at that house; and at the time of my arrest had been moved out for six months.

I had a house in San Rafael when I was arrested. During this period I had various houses also; in San Francisco, Skyline Blvd, Berkeley, and others.

38: Does the government do a very good job of stopping drug smuggling and have they been getting any better?

Bruce: They are getting much better. In our case they did a great job. I respect what they did as a very professional operation. They did a real good job closing it down.

38: Well they only took forever. After all you got through with what, 200,000 pounds of dope before they caught you?

Bruce: No, it was actually 346,000 pounds.

38: Well that doesn't seem very effective to us.

Bruce: Yes, but look who else got busted. The *Oregon Beaver* got busted, Russell and the *Three Score* got busted, and others. Russell and the *Three Score* were stupid. They came in right in the middle of herring season. They got boarded because they were in the middle of the fleet and didn't have a herring number! We were smarter than that. During herring season you come in on Saturday night because none of the herring boats can work on weekends — thus there are no Coast Guard and Fish & Game boats out boarding boats to check on everything.

The Coast Guard does a good job, but we had a shining star or something. There were lots of boats getting busted. Look, a week before the *Mary Collette* came in a boat was busted. I can show you in between everyone of our trips where other boats were busted.

38: What could the Coast Guard do to be more effective in stopping smuggling?

Bruce: (Very thoughtful pause) Really not much.

38: Is it impossible to stop the smugglers?

Bruce: Yes. I tell you what's happened. They stopped a lot of large boats coming into Texas and Florida. Because of that people are bringing in smaller loads, but smaller loads of cocaine not pot. Now when you hear of a coke bust, it's 1,000 kilos or 2,000 kilos, or 500 kilos. That was unheard of in my day. A hundred kilos, 220 pounds, used to be an enormous load. That was \$5 million. Now it's \$50 million.

By effectively stopping marijuana smuggling, the government has created a monster, because they will never stop the cocaine flow. It arrives in small amounts in little speedboats, small planes — it's impossible to stop it. And because it's so much smaller and so much more profitable, they've created a monster. Sure they've stopped pot, but they've forced smugglers to go to coke instead.

38: What do you think they should do?

Bruce: The other day I read the government spent \$368 million on the Coast Guard on enforcement. If they used 1/10th of the enforcement money for education there wouldn't be a drug problem in the country.

38: You really believe that?

Bruce: They have good, effective anti-drug commercials on TV

CRIME AND PUNISHMENT — CONT'D

Minor Four	not given	probation
Minor Five	not given	not given

Perlowin describes the various positions as follows: Generals were experienced drug smugglers and wholesalers he brought out from Florida. Majors were 'major participants', with experience as either local smugglers or wholesalers. Most of whom were brought out from Florida. Workers were "people glad to have the opportunity to make some money who willingly participated and wanted to work their way up the ladder to better and higher paying positions". Minors were 'minor players' who were temporary people who got involved "out of desperation, from a temporary lack of moral fortitude, because of a willingness to gamble or from some other motive". There was a sub-group of 'minor players', which consisted mostly of local fishermen hurt by the depressed fishing industry. Perlowin says, "Because I took advantage [fishermen] a lot of them are in jail."

Explaining Perlowin's sentence is a much more complicated matter. He got two 15-year sentences to be served concurrently, but because of parole, this would only mean he'd serve a total of five years. "You never serve day for day of a jail sentence," he says.

However, he was also convicted of CCE, or continuing criminal enterprise, the so-called "drug king-pin" statute. This carries with it a sentence of ten years with no possibility of parole, but for reasons far more complicated than our mind can handle, it really only means 6.8 years. Having served three already, Perlowin should be free by 1990.

That doesn't seem like a terribly long time for smuggling in \$136 million of goods. Perlowin points out, however, that he got more time individually than the 24 other west coast people did collectively.

All in all, it appears that smuggling dope is triply enticing. One, the chances of getting caught are — by the government's admission — quite slim. Two, the profits are phenomenal. And three, if caught the punishment is basically a faint slap on the wrist. Small wonder, isn't it, that dope smuggling shows no signs of going away.

these days. Those are effective.

38: Would they have stopped you from using pot or smuggling?

Bruce: No. But they probably would have undermined my market and the demand wouldn't have been there. You see this isn't a stupid country, and drugs and alcohol are stupid things. Well, maybe we are a stupid country, because we're chronically addicted to things . . .

38: We tend to agree with the latter.

Bruce: I believe that if they want to stop it they should legalize it and educate the public.

38: Did you ever feel ethically bad about your smuggling while you were doing it?

Bruce: No. I saw myself as a modern day pirate, giving people the freedom to choose whether they wanted to use it or not. I still think

interview:

people should have the freedom to choose, but I'm against all forms of drugs.

38: Who are you in prison with?

Bruce: I'm only here in San Francisco because they are dragging me before the grand jury. They want me to testify against a lot of the people they haven't gotten yet. I'm refusing to testify, and I may get some contempt time as a result of that. What I won't do is testify

"In the last nine months
I was going to make \$120 million
profit and then I was
going to quit."

against people. If I wanted to do that, I could have squawked my way out of prison 2.5 years ago, gotten to keep my house, gotten to keep my dock, and not owed the IRS \$1.2 million. But then I couldn't have lived with myself knowing I'd put a couple of hundred people in prison.

By the way, here's a picture of what I looked like when I was smuggling. Very clean cut, not like a hippie at all. *[In the photo Perlowin looks like a choirboy.]*

38: Did your brothers and father (all in the photograph) know what you were doing all along?

Bruce: Yeah they knew. One of my brothers worked for me for awhile in Florida, but now they just have regular jobs. They just figured I was a smuggler and that's what I did. I'd been doing it since I was a little kid.

38: Wasn't there ever a point when you had enough money and wanted to say 'the hell with anymore of this'? Afterall, if you've got 10 or 20 million, how many more do you need?

Bruce: That point was coming just a while before I got busted. I was getting more and more back into yoga and wanted to quit. My projected retirement date went from two years, to one year, and it was down to nine months. In the last nine months I was going to make \$120 million profit and then I was going to quit.

38: The greater profit because you were going to bigger and bigger loads?

Bruce: Yeah. It was like the last nine months of my career.

38: Well what were you thinking, that you couldn't retire on less than 120 million?

Bruce: Oh — yeah! Actually the money's all relative. There were times when in the middle of all this smuggling \$2,000 was a fortune. Sometimes you're completely out of money. Although I had a reputation, so I could always tap somebody for a couple of hundred thousand.

38: Having made such huge profits how could you ever be tapped out? Were you always going to the brink?

Bruce: Occasionally. There were some major losses as well as major gains. The two offshore busts, well there was a million dollars out the window each time. And our overhead was \$500,000 a month.

38: And you can't write the loss off on your taxes.

Tell us about the money laundering. Why and how.

Bruce: You need to launder the money because you can't spend millions of dollars and not have a place for it to have come from. Unless you can show the IRS and the local government where it's come from, they'll think you're a drug dealer. So you create some type of business or explanation for your money. I did it with buying

hotels and converting them to timeshares — that didn't work out, but it was my front for a long time.

38: Buying hotels?

Bruce: We'd buy the hotels and convert them into timeshare vacation units. We bought one in Palm Desert, we had one in Inglewood, Florida and we had one in North Carolina. But the people who were investing my money did a bad job and blew the \$2 million I put in that.

Also you need to launder because when you want to rent a boat you just can't pay cash. You have to set up a blind corporation, have the money funneled through the Cayman Islands, and then have a corporate check or a corporate bank transfer go to the company you're renting the boat from.

38: Why couldn't you just go to a fisherman in Moss Landing and say 'Here's \$300,000, let me have your boat?'

Bruce: Because he's going to put the \$300,000 in the bank, and the bank is going to make a report to the IRS that more than \$10,000 in cash came into the bank.

38: What if he just buys a big sock and keeps it in that?

Bruce: Well I did pay my captains and crews in cash. But I would explain to them the importance of being cool. There was an education that went along with it. We don't want to get busted, so don't go out and buy new cars and stuff like that. And they didn't. They'd spend a little here and a little there.

38: What kind of car did you drive?

Bruce: I wasn't into fancy cars or fancy jewelry. I usually drove a truck, and then I had two Volvo's. One of them was a new one; a four-door stationwagon, a family-looking car. The other was a 1974, my 'Columbo' car, all beat up.

Actually the best cars any of my people drove were Volvo's. It actually got to the point where too many of us were driving Volvo's; I thought we might get a reputation and be called the 'Volvo Gang'. *(Laughter)*.

I wouldn't tolerate our people in fancy cars. That's your coke dealers, the ones going around in Mercedes Benz and Rolls Royces and the fancy jewelry. And that's who draws heat. As a general rule pot smokers don't have that kind of personality. They're more organic.

38: So when the time-share hotels didn't work out, what happened?

Bruce: Well there were Luxemborg trusts. For example who owned the pier in Richmond? It was the Luxemborg trust. So if the government tried to trace it, it was a dead end. They don't reveal any information on such trusts. When I bought all the boats and the docks, the money would be flown from the United States to the Cayman Islands, deposited in an account there, then went to Luxemborg.

38: Is the Cayman Islands all drug money?

Bruce: No, but it's the Switzerland of the Caribbean. All the giant corporations use it — there's hundreds of banks on this tiny little island. And there is a lot of drug money.

But once we got in a Cayman account it was wired to say North Pacific Research, a blind Nevada corporation. They would wire payments for the boats or would send the money to other corporations to make additional purchases. Or else it would be wired to international marine accounts. The whole idea is not to have big cash transfers. And sometimes you have the money coming in as offshore loans or other things.

38: You said you always work not to be extravagant. How do you then explain the \$3 million home in Ukiah? That must have stood out like a sore thumb.

Bruce: It did, but it was four miles down a dirt road in the country.

38: Well who built it?

Bruce: I had fifty workers do it. *(Laughter)*.

38: Well they must have done a little talking.

Bruce: They did and that was probably not a very smart move on my part. That was unprofessional. I didn't do everything right. *(Laughter)*.

Although I was almost never there, I really did enjoy the house. It was a sad thing, too, because it had been Becky's and my dream to live there and raise a family — not for me to never be home and for us to eventually split up.

38: Was smuggling a factor in your breaking up?

Bruce: It was a factor in the fact I was always smuggling and never spent time with my family. I imagine it would have been the same had I been in any other business. Most ambitious, successful men make crummy husbands. It's not 100 percent, but I think it's the general rule. It doesn't have to be that way, but in my case it was.

The thing I'd like to say in this interview is that I'm not here in San Francisco to testify against all my old cohorts. The article in the *Chronicle* said I was here to go before the Grand Jury, but it got edited, and the part that got cut was the part that said I was refusing to testify against people. A lot of people got very nervous because it was edited out *(laughter)*. One guy got so nervous he sent me the \$1,000 he's owed me for 3½ years. But I want to make it clear I'm not testifying against all my old fellow pirates, bandits, and outlaws before the Grand Jury.

38: What are there, a hundred people you could testify against?

Bruce: Several hundred. Including Columbians, people back east. But most of them in Northern California and right around here. And some of them right down the block from you.

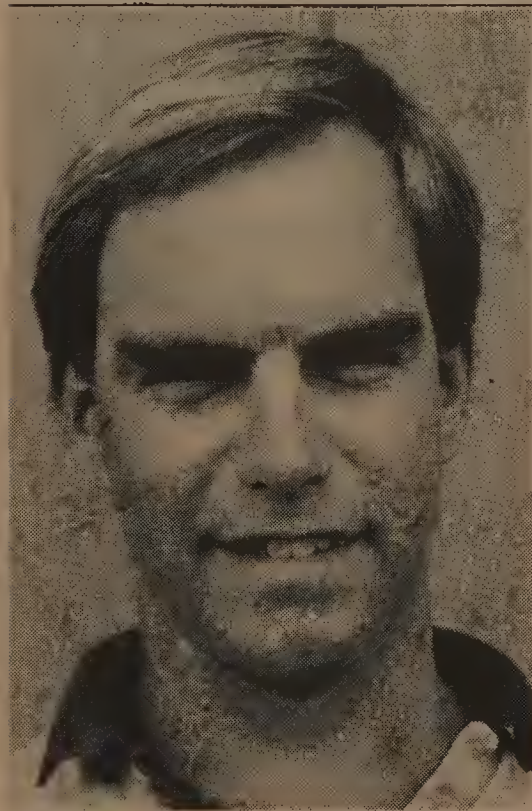
Classy
Classifieds

✓ taste great
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JOHN KOSTECKI:

San Francisco Bay has a tradition of wonder kid sailors who turn the world of yacht racing on its head before they can legally drink beer. Tom Blackaller made his elders cringe in the 1950's when he took the tiller on his Star boat. John Bertrand amazed



SHIMON VAN COLLIE

John Kostecki.

friends and foes with his talent and determination in the 1970's. Currently, the hottest youngster on the Bay is John Kostecki, who at 21 already has a world championship to his credit and is considered a strong candidate for the 1988 Olympics as helmsman in the three person Soling class. "He's proving himself to be a very good sailor," notes Alameda sailmaker Steve Taft, who has observed the Bay Area sailing scene for many years. "Put him in any arena and he'll kick ass!"

The latest butts to be wounded by John's talent were those of the J/24 sailors competing against him at the January 5-10 Mid-winter Championships in Miami, Florida. Competing in a fleet of 100 yachts crewed by some of the best sailors in the country, John won one race and never dropped below 10th to win over Massachusetts' Dave Curtis by 9 points. Kostecki's *Terminator*, crewed by Will Baylis, Jim Barton, Jahn Tahansky and Keith Yeoman, also won another heat, a blustery affair sailed in a 30 knot squall, but a protest against the race committee scratched the race from the record.

The sweetness of victory was heightened by the fact that Curtis finished second. John and Will, along with their third partner in the Soling campaign, Bob Billingham, have been chasing the Marblehead sailmaker around the course for the past 18 months. Older and more experienced, Curtis appears to be the main obstacle between the San Francisco sailors and a trip to Korea for the 1988 Olympics. "Curtis is one of the

smartest sailors in the world," admits John, "and we need lots of time in the boat to be ready to beat him."

For someone barely out of his teens, the blond-haired, brown-eyed Kostecki has also accumulated a considerable knowledge about sailboat racing. He is, in a word, intense. "No one in the world wants to win

"He comprehends what's going on out on the course very well, and he has a real feel for boat speed."



WATCH OUT WORLD!

more than he does," says Billingham, 28, a bearish, congenial construction worker from Menlo Park. "I never have to worry about John slacking off when it comes to sailing."

A big boat and one design veteran, Billingham first became aware of John's ability in 1983 when he crewed for him at the Congressional Cup match race series in Southern California. When the Soling campaign in which Bob was involved fell apart several months later, he asked John if he wanted to

sail in the Olympic Trials. They only had three months to prepare, but ended up eighth overall and scared a few veterans in winning a race. The Soling fleet knew they would hear more from the quiet, young sailor from Novato.

John began sailing in the Richmond YC's junior program when he was eight years old, cutting his teeth in El Toros,

Lasers and Flying Juniors. Suzanne McMeans, who was one of the leaders of the program at the time, recalls young John as being a very determined student. "The older juniors liked to sail with him," she says, "because he was so good about learning. He also worked very hard on his technique, and sailed by himself a lot."

The youngest of four children, John says he has always been competitive. When he wasn't sailing, he spent time playing soccer, running track and playing basketball. Racing boats was where he really shined, though, and he turned in impressive performances right from the start. In 1981, sailing with other teenage members of the Richmond YC, he became the first Northern California skipper to capture the Sears Cup, the national junior championships. The following year, he won the Sunfish Worlds at Coyote Point, and then took a second in the J/24 Worlds to future America's Cup helmsman John Koliuss of Texas.

"I really didn't know what to expect," recalls John about the J/24 championship, sailed on the Berkeley Circle and featuring world-class helmsmen such as Koliuss, Dave Curtis, Bill Allen and Bill Menninger. Sailing in his home waters helped, of course, but no one could deny that a new force had entered the scene. "John's a natural talent," says Ray Delrich of Point Richmond, who met John at that regatta and has sailed with him many times since on his J/24 *American Beauty*. "He comprehends what's going on out on the course very well, and he has a real feel for boat speed."

In 1983, John shifted his sights to match racing and helmed an entry in the Congres-

"Being younger is almost an advantage. They don't expect you to be too good."

sional Cup. Next to the America's Cup, this eight-boat, round robin series in Southern California is the toughest one-on-one racing anywhere. In fact, many past and current 12 Meter helmsmen regularly take part in this forum. At the tender age of 18, John cruised to a third place finish. The next year he came back to move up to second. "Being younger



BRUCE HAYES. COURTESY JOHN KOSTECKI

JOHN KOSTECKI:



KostECKi (kneeling with glasses) and J/24 Midwinter Championship crew, left to right: Jahn Kahansky, Will Baylis, Jim Barton and Keith Yeoman.

than everyone else is almost an advantage," says John. "They don't expect you to be too good."

Out on the water John has been doing nothing revolutionary. His philosophy is to sail conservatively and rely on boat speed to get him through the fleet. Being first at the weather mark isn't high on his list of priorities; it's fine to round in the top ten and then grind through the fleet. "Stay out of the corners, never split from your competition, and avoid close calls when you get near other boats," he advises. He also adds that getting a good start is important, which means being able to tack either way to get on the favored tack. On the Bay, he says, that means going in the best direction relative to the tide. "We have the strongest tides of anyplace I've sailed in the world!" he adds.

John has always been organized. As a kid, he used to carefully cut out magazine articles and categorize them in notebooks. Now organization is one of the outstanding characteristics of his sailing. In boats such as the J/24 and the Etchells 22, says John, having the boat prepared before the first gun is crucial. In a sense, many regattas are over before the first race starts, a "secret" which is the source of much of his success. In the Soling class, all the top teams are organized, so winning is more a matter of sailing well out on the water.

In the Olympic effort, John works closely with Billingham on getting the boat ready. "I'm in charge on land," says Bob, "and John is in control on the water." They face a grueling schedule for the next two years,

with plenty of pressure. At the Soling Nationals in April, for example, the winner gets funding to the Russian Goodwill Games this summer. Bob says if they earn that berth, they'll also take part in Kiel Week and the Soling Europeans, two more opportunities

to compete against the top international talent in the class. If they don't win at the Nationals, they will limit their overseas travel to just the Soling Worlds in France during the month of September. John estimates they'll require up to \$125,000 for the campaign,



WATCH OUT WORLD!

including a boat in the States and one in Europe for the 1987 season. Winning a gold medal, it would seem, is like running a small

Kostecki (steering) and Soling crew are already looking toward Olympic gold in 1988.

business.

Currently, John is working as a salesman for Richmond's Sobstad loft. He has an open-ended agreement that allows him to travel as much as needed for the Olympic effort. "My boss, Steve Jeppesen, has done a

lot of racing and he understands what it takes," says John. Interestingly, John is not using "house" sails on his Soling, relying instead on those cut by Dave Curtis in Marblehead and Vince Brun in San Diego. "If those guys come up with a really good set of sails just before the Olympic Trials, we don't want to get shut out because we're using a different brand," says John. Being just a consumer and not a sailmaker at Soling regattas also has advantages, explains John. For one, he doesn't have to worry about servicing someone else's sails, which can sometimes be a hassle during a series. And he also keeps his professional obligations well separated from his amateur status.

John's ability to travel frequently to major regattas makes him the envy of some other Soling sailors. "It's a big advantage," says Dave Curtis, who has a family and a business to manage. "Ten years ago you could jump into the car and make a regatta for the weekend and still be competitive," he says. "But now these young guys spend a lot more time sailing. The edge I have is that I've sailed the boat for 17 years, so I guess it all evens out."

"Beating Curtis at the J/24 Midwinters gave us a big boost," says Will Baylis, 23, of Santa Cruz. The young San Francisco trio will need such confidence builders if they are to succeed at the Olympic Trials in 1988. Like John, Will has been dreaming about the Games since 1972, when the Soling Trials

"Put him in any arena and he'll kick ass."

were held on the Bay. Will imagined himself as the skipper back then, and even though he is a national champion helmsman himself, he appreciates crewing for John. "He's one of the few guys I like sailing for," says Will, "and we often communicate without speaking because we're both used to running the show."

As for John's intense demeanor, Will says it fades as you get to know him. "He has no problem getting into the party mode," he discloses. Given what Kostecki has achieved so far, it's good to know he can enjoy those successes. With a gold medal hanging around his neck, we imagine he could generate one hell of a party mode!

— shimon van collie

WATER

Picture this. You've just pulled up the anchor and gotten underway. You wave a final goodbye to the girls on the beach. The sun is setting over the palm trees, and aaaahhh that cocktail is going to taste good.

You holler to you wife, "Hey Martha! How about a tall glass of rum punch up here in the cockpit . . . when you finish cleaning all the fish? Martha? Martha? Hey, honey?"

Then you look back at the girls on the beach one more time and do a double-take. Damn, that tall brunette waving goodbye with the others is your wife! "Oh shit", you say.

Congratulations, you've just joined the ranks of the cruising couples who've split-up underway. The 'water soluble romances' as they're called in La Paz.

Since moving targets are hard to count, actual statistics on the number of cruising breakups are hard to compile. But it's a well-

known fact among the huge La Paz cruising fleet that breakups are pretty much an ongoing phenomenon.

One La Paz source, an ex-cruising partner herself, told us that within the last two years she's counted over 32 marriages that have bitten the dust in La Paz. She says that she and her husband became breakup number 13 when they terminated their 25 year marriage. They both still live in La Paz, however. He's still on the boat — it's been renamed — with a new mate; she's living ashore, but still very involved with the cruising life. And they're both still good friends.

Why do so many couples in the cruising world split up? To find the answer to this question, we talked to ladies who've jumped ship, to men who have kissed their mates goodbye — and yes, even to some happy

ALL PHOTOS BY TERESE PENCAK SCHWARTZ



SOLUABLE ROMANCES

couples who are still cruising together.

First of all we learned that you can't blame the breakups on La Paz. This Baja California Sur city just happens to be a port where it's easy to catch a cab to the airport for a flight back to California or take an apartment ashore. It's also the city most cruisers reach their first year out, one year seeming to be the threshold for cruising separations. But none of the people we talked to blamed La Paz, and in fact much the same thing happens in Honolulu and Papeete.

Certainly the fact that the couples have gone ahead and departed from a conventional way of life has something to do with the unusually high number of breakups.

Margarite Brosling overlooks the La Paz cruising fleet from The Pad. She jumped ship two years ago.

"People cruising have already chosen an alternate lifestyle," says Margarite Brosling, who has been living on shore since she jumped ship two years ago. "You've already taken a big step towards a different kind of life. You've already abandoned a home, sold a house, packed and moved. It's much easier to jump ship than leave a house." Margarite currently runs the La Paz cruiser's landmark, The Pad.

But the most frequently mentioned factor in water soluble romances was 'space'.

"You're stepping on each other's toes without even moving," says Jeannie Turrentine, who jumped ship in La Paz in July of 1984, putting to an end her 26-year marriage. Jeannie moved ashore for quite a while, but recently emptied her apartment, sold her stuff, and sailed south with a new skipper.



WATER

While the lack of space is identifiable as a big factor in break-ups, it's likely to continue to remain one until someone comes up with affordable 2,000 sq. ft. condos that sail.

But 'space' refers to more than just physical space. "Spending 24 hours a day together is the hardest part," explains Fred Johnson of *Pegala II*, who has now been cruising for three years with his wife, Peggy. "The first year," says Peggy, "is the hardest."

The Johnsons, who are from San Diego, celebrated their 25th anniversary in December with a wedding ceremony and a huge party in La Paz. "We only get married for one year at a time," says Peggy, explaining that each year they renegotiate their wedding contract.

A couple that have been together a deceptively long time are Les Fryer and Joyce Sawyer of *Cygnus IV*. "We're celebrating our 56th wedding anniversary and we've only been married nine years," says Les. His soon to be wife of 100 years, Joyce, explains that to their way of thinking, living together on a boat for one year is the equivalent of living together ashore for eight years.

Les and Joyce met in Oxnard nine years ago, got married aboard their boat, and have been cruising for seven years. Most of the time has been spent in La Paz, aboard their *Samurai 28*. They feel they've worked out their cruising crisis, but admit "Cruising is different than living in an apartment. The pressures are more intense and you have different kinds of problems; like losing your boat or losing your life."

Les recalls that he was in town once when hurricane force winds swept through La Paz harbor. Joyce was on the boat alone and Les could only watch helplessly from shore. It was a tense few hours.

Les feels that it's common for men to underestimate their spouse's abilities, and not let them participate in much of the deci-



sion making. "Boat life is very much a man's life," he says, "and captaining can go to the man's head." Joyce says, "Les and I are together because I'm easy."

Nancy Slocumb and Karl Brosling of 'Kontika'. She's from Alameda; he's from La Honda.

That men and women usually have a different level of interest in sailing is a theme backed by former San Rafael psychologist, Al Wasserman. Al and his newlywed wife, Linda, are in La Paz until the weather warms up in France, at which time they'll return to their 37-ft schooner, *Don Quixote*. Because women don't have the same interest in sailing as men, Al believes that women don't experience the same feelings of satisfaction and accomplishment that their husbands do.

Most women, he continues, are like his wife and have led active lives ashore, be it working or taking care of a family. Once they go cruising, they become bored more quickly than their husbands unless they can find other ways to feel involved.

Linda Wasserman had never set foot on a sailboat before joining Al in Long Beach in February of 1984. She's still adjusting to boat life, and she likes it despite the lack of household "go fasts" she'd been accustomed



SOLUABLE ROMANCES



Steve, little Alexandria Joann, and Nancy Loye of the Cal 39, 'Moondog'.

to. "I put up with the inconveniences because the boat allows me to go places I otherwise wouldn't be able to go," she says — then adds, "But really, I just fell in love with the skipper."

Cruising is romantic, right? Sailing to exotic ports and isolated islands powered by warm whispering breezes . . . so what's the problem?

Nancy Smyth, another lady ex-cruiser, thinks it's not the sailing that causes problems, but the stopping. Having jumped ship a year ago in La Paz, Nancy contends that one of the biggest problems is staying too long in one port or anchorage. "When you're sailing," she says, "you're concentrating on getting from point A to point B, and you're partners. It's the two of you against the elements and the world."

"Just sitting in one port is bad," she believes, "because boredom creates friction."

It's better to go somewhere — anywhere! And if you can't move the boat, just separate for a while. There are exercise and Spanish and other classes you can take in town, just get off the boat and get away!"

Nancy also feels it's important for women to get together. "We get tired of hearing about anchors dragging," she continues, "so ladies need to have 'ladies days'."

Having enough of the right equipment can also help. "It's good to have at least two dinghies," says Doug McQuillan of *Tamaru*. "That way either one of you can jump in a dinghy and run away and sit on a rock for an hour or two a day."

Doug and his wife of twenty years are one of the most recent split-ups in La Paz. While they remain friends, they went their separate ways in September 1985 after cruising Mexican waters for over three years together.

"I really didn't know where my wife was at until she hit me over the head with a 2x4," admits Doug, who is still cruising while his wife returned to their house in British Columbia. Doug suspects that most men, like himself, are not very tolerant of a wife's mistakes on a boat. "I had read tons of books on sailing. She was new to it. Compared to her I was an expert on sailing and cruising. I was a perfectionist. I wasn't tolerant."

Doug feels that it's difficult enough for a

member to their Cal 39, *Moondog*, is Nancy and Steve Loye of Seattle. On November 7, 1985 in Guaymas, Nancy gave birth to Alexandria Joann. "The baby was part of the cruising plan," reported the proud new papa as he changed a diaper. The Loyes have



Al and Linda Wasserman of 'Don Quixote', which is currently in France.

been cruising since June of 1984, and despite the addition of a young and untried crewmember will be sailing for the South Pacific this spring.

Nancy, whose duties have changed a little since giving birth in November, feels that one of the reasons so many women become disenchanted with the cruising life is that



Bo and Annie Hudson of the Freya 39, 'Lionwing'.

cruising couple to get along, let alone with children. Most of the time he and his wife cruised in Mexico, they had at least one of their two teenage daughters along. "Cruising is an adventure for two people to share. The minute you introduce a child to that, you magnify all the problems by a third."

But that's not a universally held opinion. One couple that just added a family

most women's work is a lot harder on a boat than it is on shore. The dishwashers, laundry facilities and cusinarts have all been left behind. "A man's job changes once the anchor's down," she explains, "but the woman is still the galley slave."

Nancy also believes that many women get stressed out with the cruising life because of

WATER SOLUABLE

the difficulties in maintaining their personal appearance on a boat. Men who quit shaving often take on a rugged and salty appearance that can be attractive. Women aren't quite so lucky. Most feel better when they have regular hot showers and normal

Men who quit shaving take on a rugged and salty appearance . . .

grooming isn't such an ordeal.

While no one blames La Paz specifically for breakups, it's a port town and virtually all popular port towns have a reputation for partying and heavy drinking. And to a large extent it's understandable. Long lost friends

are always sailing into the harbor, there are birthdays and holidays to be celebrated, and there's always an exciting passage to be shared — or forgotten. Cruising can provide many excuses for partying and drinking.

But a number of women — and some men — agreed that excesses of either or both can contribute to the problem of water soluble romances. "After our first year," says Nancy Loye, "we moderated on the parties. We still party, but we also spend a lot of time doing other things. Steve and I both enjoy the water and we windsurf and dive." They feel cruising is more satisfying for them because of the shared activities.

That both parties in a couple enjoy activities on and around boats has been a common theme in the world's better known cruising couples. If each has strong interests around the boat and derives satisfaction from them, things seem to go easier. Often times it's the most industrious cruising couples who

In addition to the couples mentioned in the article, here's a partial list of cruising couples that were spotted enjoying The Sea of Cortez together this season:

Mo and Eric	<i>Tanganita II</i>	
Bo and Annie Hudson	<i>Lionwing</i>	Sausalito
Barbara and Jim Apple	<i>Shoe String</i>	Sausalito
Joyce and Howard	<i>Brigadoon</i>	Huntington Beach
Karl and Nancy	<i>Kontika</i>	Alameda and La Honda
Ralph and Floyd Dean	<i>Be Gentle</i>	
Thelma and Mel Langley	<i>T 'N Honey</i>	
Maryann and Lionel	<i>Desert Flower</i>	
Bernie and Sue	<i>Alansa</i>	Coos Bay
Ennis and Becky	<i>Tattooed Lady</i>	Half Moon Bay
Kathryn and Ron	<i>Grampa's Wet Dream</i>	
Chuck and Marta	<i>Nomad</i>	
George and Marilyn	<i>Rebecca</i>	San Diego
Louise and Bob	<i>Sisu</i>	Santa Cruz
Bob and Mary	<i>Easy</i>	
Don and Lorraine	<i>Clipper de Haro</i>	
Al and Linda	<i>Don Quixote</i>	Sausalito
Ed and Joan	<i>Southern Cross</i>	
Ken and Nancy	<i>Harrier</i>	
Del and Joni	<i>Rincon</i>	
Dick and Mary	<i>Mary T</i>	San Diego
Jack and Stephanie	<i>By The Wind</i>	
Becky and Boone	<i>Maracay</i>	
Michelle and David	<i>Coralea</i>	
Mike and Karen	<i>Sea Foam</i>	
Fred and Bea	<i>Sand Dollar II</i>	
Don and Gabrielle	<i>Softwind</i>	Santa Barbara
Frank and Judy	<i>Amistad</i>	
Felix and Corry	<i>Indian Summer</i>	
Phil and Donnis	<i>Edelwyss III</i>	Victoria, BC (w/3 children)
Roger & Brigitte	<i>Abracadabra</i>	Marin County (w/7-year-old son)
Joyce and Wayne	<i>Galadriel</i>	Daly City



seem to be the most content.

Nancy Smyth offers a solution that's worked for a lot of cruisers: "It's good to have a fixed routine, like working on the boat. You feel accomplished if you have something to do."

Other cruisers believe that gradually working up to full time cruising in a foreign country would help. Ralph Naines, a San Francisco fireman who was also "left behind in La Paz", thinks "A lot more people would be successful at cruising if they spent at least three months at the Channel Islands first. Three whole months," he says, "just returning to shore every two weeks for supplies."



Joyce Clinton.

Practice cruising, anchoring, provisioning, and sharing space.

Unlike Ralph, a lot of people are surprised at how much trouble they have adapting to the free time and free schedule of the cruising life. "Some people just like to work and go crazy with too much free time," says Nancy Loye. And since the cruising pace is a lot slower than life on land, the change in pace can add stress.

Others have found it helps to come from other than a fast-track background. Northern Californians Linda Singleton and Rob Terry feel that living on a commune has helped them learn to share space and chores. The couple, who launched their home-built Ingrid designed Moxey four years ago, aren't

Joyce and Wayne with friends on 'Galadriel'.

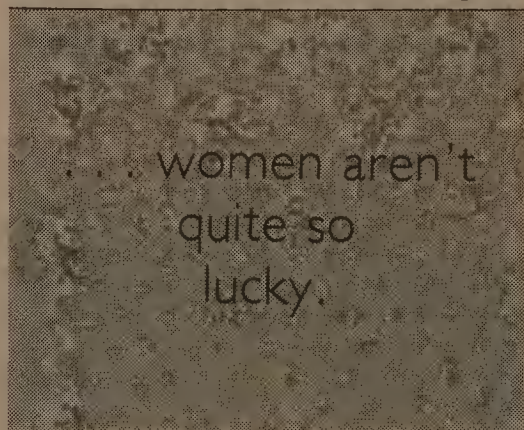
married but have been together since 1974.

"Space is important but marriage is not necessary," says Linda, who often gets plenty of space to herself. Rob, a surveyor, often has to leave Linda on the boat for months at a time when he returns to work. But then Linda is not your average lady cruiser. A former heavy equipment driver in Alaska, she's a proficient sailor who has no problems dealing with the boat alone.

Most cruising couples have found that some adjustments are necessary with the big change in lifestyles brought about by cruising. Just being aware that other couples

share similar problems makes it easier to deal with changes as they occur.

"It makes me feel better knowing that other women feel the way I do at times," says one lady cruiser. "It's less frustrating when I know someone else is dealing with



the same problem."

And of course some relationships are going to break up whether the couple remains on shore or sets off around the world. Statistics show there are plenty of separations among couples who've never untied a dock line in their lives.

You do find many couples who cruise together happily year after year. Some of them claim that cruising has improved their relationship, adding spark and romance to a seasoned marriage, and created more intimacy and bonding in a newer relationship.

"You really get to know each other better and you realize how much you need the other person," says Joyce Clinton, who has been with her cruising partner, Wayne Hendryx, aboard their 40-ft trimaran, *Galadriel*, since February of 1985. "You gain mutual respect for each other," continues the Daly City woman, "especially when you've been through some tough times together."

While this article probably won't help any of the cruising breakups that have already occurred, I'd like to thank all those people who were willing to share their thoughts and experiences on this sensitive subject. Perhaps your insights will help other couples avoid some of the problems that lead to previous breakups.

It's true that there have been a lot of breakups in La Paz in the last few years — but let's not forget that there have been far more cruising couples who've remained together to share the pleasures of this lifestyle. In the accompanying box you'll find a partial list of cruising couples that were spotted enjoying the Sea of Cortez last December.

— **terese pencak schwartz**

THE BEAR

On December 11, 53 years after she was built, Bear boat #1 came home to Sausalito. But it was not a joyous homecoming. Time and circumstance have not been kind to *Merry Bear*, and what the travelift deposited on the trailer was just short of a derelict. Raised from the bottom where she'd sunk two days before, she was rigless. Paint peeled from the tired wood hull and rust weeped through softened planks. In short, *Merry Bear* was a mess.

Ever wonder what becomes of a class when the glitter wears off? *Merry Bear* is one example. In that sense, running a class full of



Josselyn Robertson.

old boats is like running the terminal ward in a big hospital: You just kind of sit around and wonder who's going to die next. But that's only a small part of it. Most classes that have been around for awhile, like the San Francisco Bear Boat Class, have lots going on to keep members coming back for more. They also have lots of interested people putting in a lot of hours. Running an older class is probably a lot more like a juggling act: trying to preserve the intent of the original design while changing with the times to provide members with the activities they want. We single the Bear class out as an example by circumstance rather than design — we just happened to be around when *Merry Bear* was hauled. Most older classes operate the same way.

For the present to make any sense, one

must first look at the past. Bear boats were conceived and built at the Nunes Brothers yard in Sausalito. The idea was to afford Bay sailors a good sailing, hardy and most of all, affordable small yacht in the depression-era '30s. The story goes that Ernie Nunes (son of Manuel, nephew of Tony) and boat builder Mark Martinson took the proposed design, which featured a graceful overhang off the stern, to Manuel for approval. The old man mulled it over for awhile and finally said, "you can save \$400 if you chop off the overhang".

The brothers took his advice, adjusted the design and started building the prototype in 1931. The boat that was to become *Merry Bear* was launched the following year and showed her potential almost immediately. After working the bugs out, the performance of the boat was so pleasing that SFYC Commodore Cliff Smith made the comment "That's a bear of a boat," and the class had a name.

It also had an almost immediate following. By the start of World War II, when production suspended, 25 Bears had been built. Production picked up again in 1945 and #60, the last Bear built at Nunes, was launched in 1957. Including homebuilts and those completed at other yards, about 70 Bears were built altogether.

Using a framing jig and inexpensive fir for the frames and planking (with a spartan mahogany interior), the Nunes were able to offer the public a sturdy, economical little yacht — sort of a sailing Volkswagen — for only \$1,633, sails included. (It's been said a

A new Bear
built in 1939
will be launched
in late January.

Bear built today with the same materials would cost \$25,000.) The stubby 23-footer also looked good, and boy could it sail! One well-known sailmaker once called the Bear the fastest boat for its size ever built. Many called it a boat ahead of its time. And Bill Jelliffe, still an active Bear racer, says a well-tuned Bear will still "Rip the seat out of your pants going to weather."



The Bear was a hit. By the mid '50s, the Bear fleet was the largest on the Bay, averaging 30 boats a race during the season. Numbers slowly declined after that as old members moved up to larger boats and new racers opted for more modern designs built of a newfangled material called fiberglass. Today, the active membership numbers about 30, with only six or eight boats racing regularly. Interest and enthusiasm have not diminished, though; they are just confined to a smaller group of enthusiasts — and former enthusiasts. When the Bear class had its 50th Anniversary party at the Sausalito YC a couple of years ago, more than 200 people showed up. In fact, with the developments of the past few months, interest within the

class is at an all time high. The good news is a couple of could-be milestones in the annals of YRA, and the launching of a new boat. The bad news is *Merry Bear*.

Orville Johnson of San Francisco has owned Bear boat #1 since 1949. Never one

for racing, he still sailed the boat regularly around the Bay and Delta up until 10 years ago when health and family matters kept him landbound. Since then, *Merry Bear* has for the most part just sat at her slip in San Francisco Marina . . . and sat, and sat, until Monday, December 9, when she sank.

Physically unable to lend a hand, Orville coordinated her rescue by phone. Joss



LATITUDE 38/JOHN

Life and death in the Bear fleet. Left, racing on the Circle. Above, old number 2.



Wilson raised the boat on Tuesday and Craig Collins of the Sausalito Shipwright's Co-op had her towed to Andersons Shipyard in Sausalito. There, she was hauled, put on a trailer and taken to the Co-op.

Restoration is iffy. Constrained by medical bills and his own advancing years, Johnson cannot afford the \$6,000 to \$7,000 worth of work — essentially a total hull rebuild — that the boat needs. And that doesn't count cosmetics on the deckhouse and rerigging the mast, which has been in Johnson's back yard for the last three years. At this writing, Johnson has asked Collins and fellow shipwright Dan Jones to see if they could sell the boat, asking price, \$900. (For all its hardships, old #1 has fared better than #2. *La Osita* somehow ended up in a field behind Sausalito Marine Ways several years back. When it became a sleeping place for vagrants, someone came in and chainsawed the cabin off. Barely recognizable, the remaining hulk is now well on its way back to mother earth.)

Ironically, *Merry Bear* shares the Co-op yard with the biggest news to hit the Bear fleet in years. *Calafia*, a new Bear built in 1939 will be launched in late January. You read right: a new Bear built in 1939. But let's start at the beginning.

DIANE BEESTON

THE BEAR ESSENTIALS

Like all good tales, this one starts in a neighborhood bar. About two years ago, Rick Hastie started talking with another guy in a Menlo Park bar and the conversation turned to boats. "When the guy found out I'd sailed quite a bit, he started talking about this boat he'd got and finally convinced me

but he was unwilling to sell for a reasonable price and the matter was dropped. Eighteen months went by, during which Rick thought about the boat often. One day he decided to see if it was still there. It was. "The only footprints on it were mine from a year and a half before," he says. "I called the guy again and more or less told him off for neglecting the boat so badly." This time he was nicer. He invited Rick over to his house and asked what he would do with the boat if he had it.

The owner, Chris Payne, also told him the history of the boat. It had originally been bought by an Atherton man as a "complete it yourself" project. Instead, it gathered dust and rainwater in his backyard for 25 years. What seemed contradictory was its hull number — 61 — which would indicate one of the last Bears made in the '50s, yet records indicated it had been built only a few years after *Merry Bear*, in 1939. The discrepancy became apparent when Payne explained that the Nunes brothers numbered owner-completion boats by the estimated time they would be completed. Little did they know that #61 would launch about 30 years later than planned!

Rick, a carpenter by trade, began work on the boat immediately, hauling it out of the dark warehouse to work in the summer sun. He did what he could, but knew the framing would have to be done by a professional shipwright. He began a regular communication with Bill Gardner and others at the Bear Class Association, finally arranging to move the boat to the Sausalito Shipwright's Co-op.

"That was bizarre," he says. "The boat was on this 1930s trailer with like Model T tires that you had to keep pumping up because they had so many leaks. Me and the dog went down at about 3 a.m. one morning, hooked it up to the pickup and dragged it at about one mile an hour to the South Bay Marina." There, he'd arranged another old trailer. At the last minute, though, a total stranger observing the goings-on offered the use of his newer, better trailer. Rick towed it to Sausalito on that.

'Calafia', the Bear that never launched. That's 'Merry Bear' in the background.

— at one in the morning — to go see it and tell him what I thought." He accompanied the guy to a dingy old warehouse full of half completed boats. With flashlights, the two started going over the guy's boat, which Hastie describes as "some kind of military surplus thing they designed to drop from airplanes or something."

Anyway, after the inspection, Rick got to shining his flashlight around and spotted an old wood boat covered with about 10 years' worth of dust and debris. "I'd been interested in Bears for a long time and recognized it instantly," he says. "I automatically pull out my knife whenever I look at an old wood boat, so I got it out and hopped on board for a look. Down below, I found that seven frames were rotten in the area of the bilge — from where rainwater had come in and sat — but the more I looked around, the more I realized that the rest of the frames and interior looked brand new. The bottom had copper green on it, but had never been painted and the planks had never swollen up. And I realized that the boat had never been launched!"

Hastie found the owner and called him,

'Trigger' (#20) and 'Nip' on a run. Inset, Scott Cauchois.

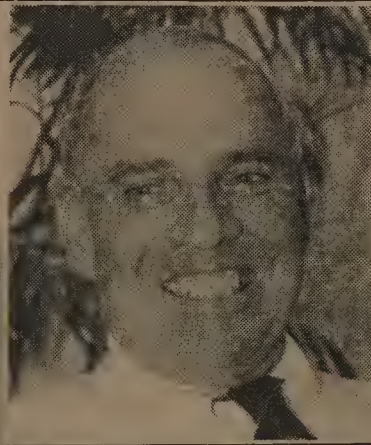
"I told him I wanted to complete it, launch it and sail it. Apparently most people wanted the boat for the gear. They wanted to strip off the hardware and trash it. He said 'How does \$500 sound?' I said 'great' and I had myself a Bear boat."

LATITUDE 38/JOHN



DIANE BEESTON

LATITUDE 38/JOHN





At this writing, Craig Collins and Dan Jones, the same ones involved with getting *Merry Bear* to the Co-op, have completed the majority of the work on *Calafia*. Hastie is looking at an early February launching. The whole Bear Association is invited, of course. 1985 one-design champ Josselyn Robertson (you'll read more about her in a minute) will christen the boat.

Lots of other good things are happening in this never-say-die class. For example, Number 16 ended up back east where it is being restored by *Woodenboat* magazine. (For those interested, *Woodenboat* ran an excellent article on the Nunes yard and the Bear boats in its 50th issue.) And then there are the possible records established by class members. Without extensive digging through YRA files, these are unofficial, but the Bear class may have among its members the first woman one-design season champion, and the most consistent participant of any class.

Josselyn Robertson is the lady in question. She drove #29, *Smokey* to victory in last

Chris Collins, Dan Jones and 'Merry Bear' in the slings.

year's WBRA (Wooden Boat Racing Association) season. She's the first woman skipper to do that in the Bear class, and unless we're (perish the thought!) mistaken, we think she might be the first woman to have helmed a yacht to a season championship in the Bay, period. Josselyn's almost all-woman crew consisted of Beverly Edwards, Anna Lepisto and Bruce Chase. That victory was as sweet, she says, as the first time she ever beat the Bay's well-known "other" Jocelyn, Jocelyn Nash.

Josselyn's biggest competition this year was four-time winner Scott Cauchois. Scott is also the one who may hold the record for consistent attendance. He's not missed a one-design season since 1957! Scott got hooked on Bears after racing on one in 1955. He bought a Bear two years later and has had #20 on the line every season since. (*Trigger* was the cover girl for *Woodenboat's* 50th issue.) His crew is just as long-lived. John Kempf has been aboard for 21 of those 28 seasons; Joe Van Orsdel for 12. Now in

his robust 60s, Scott plans on to keep racing for many seasons to come.

To those who do race, the class offers various clinics and seminars during the year. They also have a strong women's program. But of course there is more to life than racing. The Nunes Brothers built the boat to be comfortable as well as sail well, and Bears have made some pretty good cruises for their diminutive 23 feet. Steve and Josselyn Robertson lived aboard *Smokey* for 2½ months while cruising Southern California's Channel Islands, and Dave Bacon took *Dancing Bear* down the coast of Baja and around the Sea of Cortez. Closer to home, Bear people get together several times a year for barbeques and other social functions.

In the last few years, another type of Bear owner has appeared. "It's rare that anyone buying a Bear nowadays wants to race it," says class president Bill Jeliffe. "Hell, it's rare that anyone buying a Bear nowadays even knows how to sail!" It may be time to rethink the program again.

— latitude 38 — jr

AN IDIOT'S GUIDE

There is an aspect to writing — especially when the topic is new to a writer — that most people don't think about. It is at the same time humbling and eye opening. Take propellers for example. I called one shop to set up an appointment and said that the publication wanted a kind of idiot's guide to propellers — which was why they assigned it to me. "I know nothing," I said. The voice on the other end of the line just laughed and said, "You are better off. Most people think they know a lot and they really don't."

There is not much information written about propellers. It is not like boat building or home repair, where thousands of books are shelved in the library. Most of the information is stockpiled either in file cabinets of propeller manufacturers or in the mind's of those who repair propellers.

Let's start at the basics. Propellers have two major parts — the blades (I told you this was an idiot's guide) and the hub, that's the area in the donut-like hole — the center of the propeller. If you have a propeller with gears, like the feathering prop, the gears are enclosed in the hub.

A propeller blade has two main edges — the leading edge or the part that cuts into the water first and the trailing edge, the edge that dumps the water off the blade.

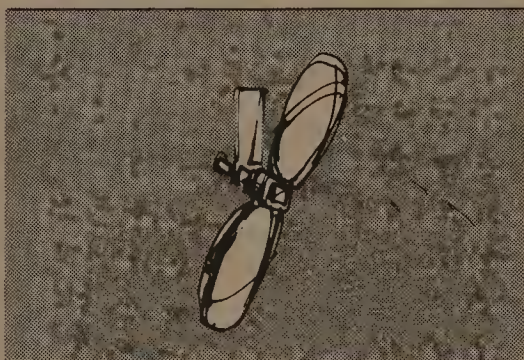
Every propeller is stamped with a set of numbers and letters, 13 x 12 or 13 rh 12, for example. This is propeller shorthand for 13 inch diameter, right hand rotation, 12 inch pitch. Shaft size, manufacturer's name, type prop and date of manufacturer are also on most propellers. Diameter and pitch are the most common measurements and they are always printed diameter first, then pitch.

Diameter really determines the power of the propeller and works hand in hand with

inch pitch, the boat theoretically will move forward 12 inches with each revolution of the propeller.

I say theoretically, because there is the problem of slip.

"Water is not a solid," says Tim Kilian of Pitchometer Propellers in Alameda. "When a car tire makes one revolution, there is complete traction with the ground. But with a



As the title says, this is an Idiot's Guide. First test question: Is this a one or two blade prop?

propeller in water there is a certain amount of wasted energy. The heavier the boat, the more it displaces, the more difficult it is to drive a hull through the water — so the more slip there is. The average sailboat has 35 percent slip. So if you have 12 inches forward, you'd move 35 percent less of 12 inches."

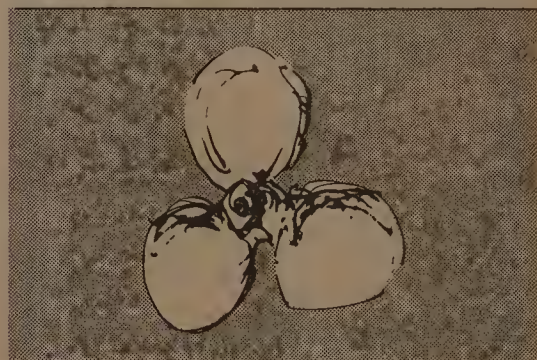
The last notation on the propeller "Rh" or "Lh" refers to the way the propeller turns. Rh is right hand rotation and Lh is left hand.

Okay. That is lesson one. Now, let's say you want to replace a propeller. What do you tell the propeller shop? If you have the diameter and pitch numbers of your current prop, that's a good place to start. But the ser-

used for. It all figures in together."

The engine related numbers fit into a formula that gives the pitch and diameter. With those numbers, the service man goes to his shelves and pulls out a box with the correct size propeller for your boat.

The correlation of propeller to engine is different for both power and sailboats. Powerboats usually are tremendously over-



And this: Is it a two or three-blade prop?

powered. Not so with sailboats.

"It is important to size a sailboat propeller for maximum horsepower and maximum rpm. If we size it for less, it is possible to run an engine on an overload situation. For example, a lot of people will say, 'I have a 50 hp engine at 4000 rpm, but I only want to run it at 25 hp and 2500 rpm'.

"If we sized it for less horsepower, that's all the propeller will be allowed to do. What if they get into a headsea where the boat needs to keep driving. That's when you want to be able to rev the engine all the way up," says Tim.

What happens to your engine when it is overloaded? The bearings can burn up. Fuel can be blown past the rings. The oil in the crank case becomes contaminated. Engines heat up and can overheat, ultimately cracking a block. Certainly all more expensive than buying the right sized propeller.

Although there isn't much choice when it comes to diameter or pitch, sailors can voice an opinion when it comes to the number of blades their propeller will have. The most common are two and three blades, but occasionally the large 70 or 80-footers or the extra heavy 50-footer will carry a four blade prop.

Boats looking for less drag often select the two blade prop.

"The two blade is basically for sailing

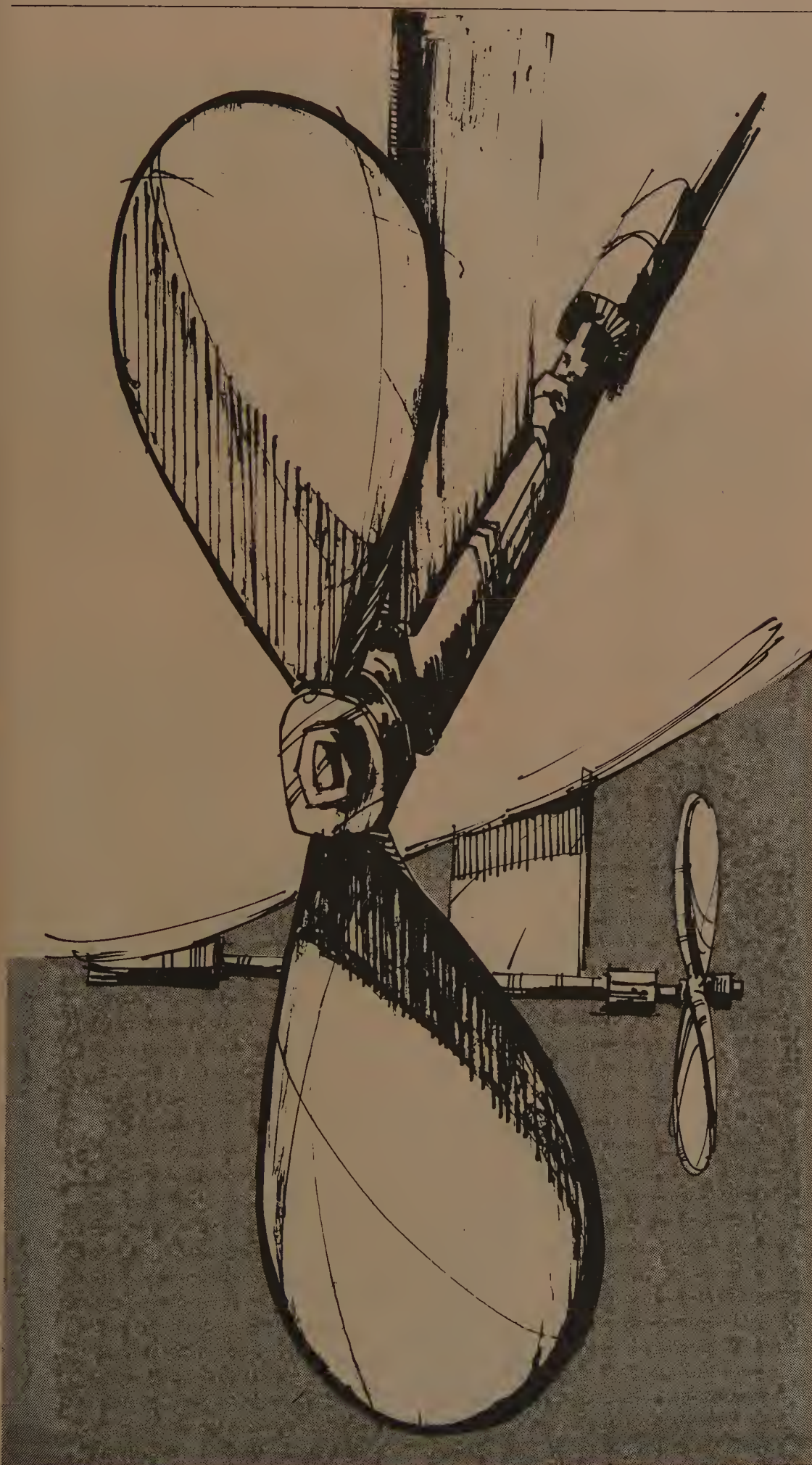
Diameter determines the power of a propeller.

the engine's horsepower and rpm. Determining the diameter is relatively simple. Double the distance between the blade tip and the hub center. That's all there is to it.

Pitch, on the other hand, refers to the angle of the blade. As the pitch number goes up, there is more blade angle; as it goes down, there is less. It is the angle of the blade or pitch that determines how much the boat will move forward. If our inboard has a 12

vice man in the marine machine shop will probably ask you other questions. Most will be about your engine.

"The correct propeller is figured by the type of engine you have," said Tim. "Basically, we start with the engine's peak horsepower, peak rpm, and what the reduction gear is to the transmission. Then we consider the type of boat, size of boat, waterline length and what the boat will be



around the Bay, beer can racing, getting in and out of the dock. If you want to go up the Delta or do coastal cruising, you need more push," advises Tim.

It is not surprising that virtually all racing boats — which are always looking for ways to decrease drag — have two blade propellers. But they go one step further. Instead of using the fixed blade, most favor either the folding or feathering propeller.

"A lot of people don't realize the difference between a feathering and folding propeller," says Lea Gold, general manager of Martec Engineering Corporation, makers of folding props. "They almost use the terms interchangeably."

Don't feel bad if you think feathering and folding props are the same thing. You are in good company. A few years back *Cruising World*, in its coverage of the BOC singlehanded round the world race, ran a picture of *Gipsy Moth V*. The 56-foot ketch was wedged into a rocky crevice off of Bass Strait between Australia and Tasmania. The caption made it clear that a folding prop had failed to unfold and that sounded the death knell of the boat.

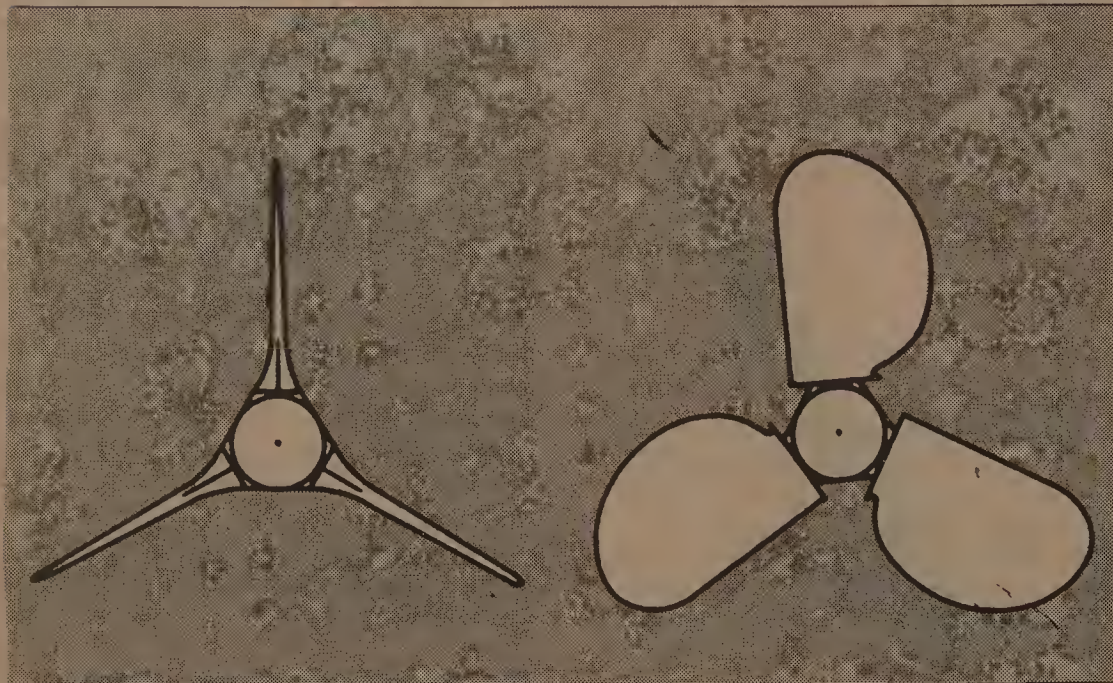
When the rules for the upcoming BOC Challenge came out, they banned the use of folding propellers. Only feathering or fixed props would be allowed, it said.

The irony is that *Gipsy Moth's* folding prop didn't fail to open because she didn't have one; she had a feathering prop. The mistake wasn't that of the magazine or BOC (who have since revised the rules) or probably even Desmond Hampton who was sailing *Gipsy Moth V*. The term "folding prop" has simply almost become a generic term for propellers that readjust themselves when the engine is termed off.

But the two types of props are different. On the folding propeller, the blades actually close up. Imagine an open umbrella being pulled through the water. Now picture a closed umbrella taking the same underwater trip. It is fairly obvious which one has less drag. (We all said the closed umbrella, right?)

Actually folding propellers are a little more complicated than that, but not much. When the propeller is closed only the exposed frontal area of the hub cuts through the water. Like the umbrella, the folding propeller closes because of the forward motion of the boat. Because their design is so simple, there is very little to go wrong. If, however, a piece does wear out, the propeller is very easy to rebuild.

AN IDIOT'S GUIDE



Feathering propellers, on the other hand, work by another principle. This time picture a weather vane on top of a house. Let's say it is of a boat. From where you stand, you can see the whole starboard side. But then the wind shifts and so does the weather vane. Now all you can see is the point of the bow. That is how a feathering propeller works. "... the flow of the water over the blades will align them automatically to a low drag shape," say the literature for the Max-Prop feathering propeller.

The feathering prop has been a favorite of IOR racers because they get a rating break of up to 0.3 feet. When you are competing in SORC or Clipper Cup every little bit helps and .3 is a lot. The most popular feathering prop, the Max-Prop, comes from Italy and is often jokingly referred to as a 'wop prop'.

Feathering props depend on tiny gears to keep them working. Like everything else, as they get old, they wear out. Unfortunately they are very difficult to repair, so they are usually replaced instead.

The most common propeller found on large Bay Area sailboats is the fixed three blade.

"A tiny two blade prop and a small engine are okay for getting in and out of the berth. But there are tremendous tide problems here. If you get to one end of the Bay and want to get home that night, that is not enough power," said Jerry Bredahl of Propulsion Engineering in San Rafael.

The extra blade really becomes crucial when cruising.

"We try to get people to stay away from

A three-blade feathering prop, fully feathered (at left), and in the forward position. The difference in drag is obvious.

the two blade if they are cruising, because they will probably be doing a lot of motoring. The three blade gives a smoother ride. It is a lot more economical and more efficient especially in the bigger, heavier boats," said Tim Killian.

Often a cruiser on his way to Mexico will keep a two blade prop on for the ride down to reduce the drag and then change to a three blade for the push back up.

The majority of the three blade fixed pro-

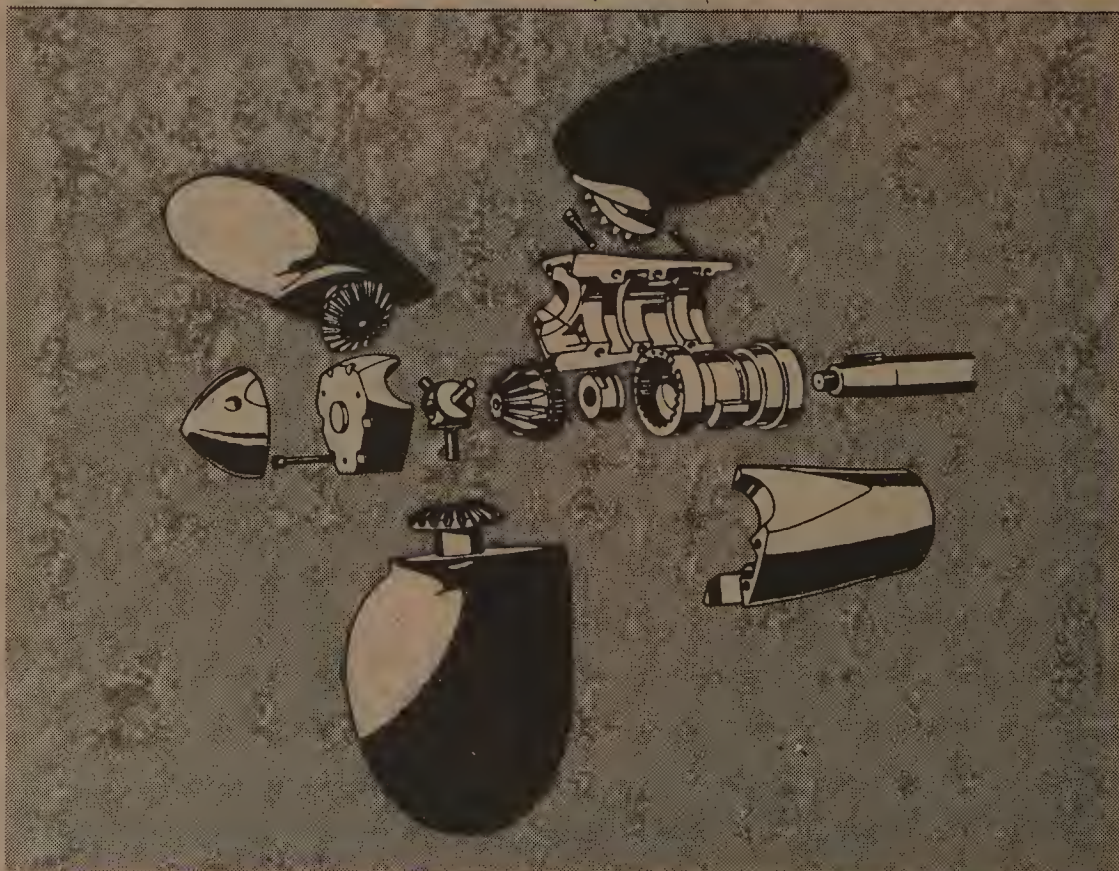
pellers are made out of manganese bronze. Since the folding and feathering props get more wear because they open and close, they need to be built out of a harder material. Usually it is nickel-bronze aluminum, called ni-bral.

What about cost? Expect to pay more for the folding and feathering props. For example, a 13-inch three blade fixed prop costs \$160 when it is made out of ni-bral and \$110 when made out of brass. A 13-inch feathering two blade prop costs \$780 and a 13-inch three blade is a staggering \$1,250!

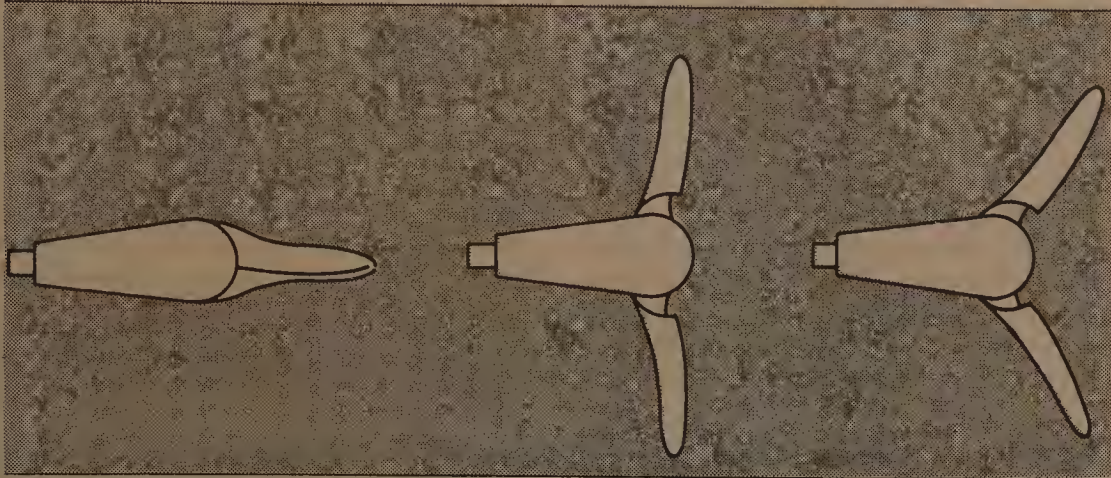
Propellers are built to last a long time. However, to stretch their life to 15 or even 20 years, they need to be well taken care of. Dings and chips can be welded over and smoothed out. That's an easy job for the propeller shops.

The most devastating — and one of the most common — propeller problems is electrolysis. Often the first sign of electrolysis is big red spots, almost like freckles on the outside of the propeller. When you see that, you know that the electric current in the water is eating away at the weakest metal in the prop. Its first choice is zinc.

A three-bladed folding prop is a little more complicated than a fixed two-blade. It's a little more expensive, too.



TO PROPELLERS



"Propellers have quite a lot of zinc in them. Electrolysis will literally leach out the zinc. Once it is gone, you have nothing. If it gets weak enough, big chunks of it can fall off in your hands. If you take a torch and try to weld, it just turns to dust," says Tim Killian.

There are harbors all over the Bay Area from Oakland to San Francisco to Sausalito

The folding prop in folded, forward and reverse. This prop has the lowest drag and is best at not catching seaweed.

that are considered hot. They have more electrolysis problems than others. Maybe the wiring is incorrect or battery chargers are left on in the marina, or electrical cords are hanging in the water. Whatever the reason, propellers will suffer unless they have what

are called sacrificial anodes, usually zinc, attached.

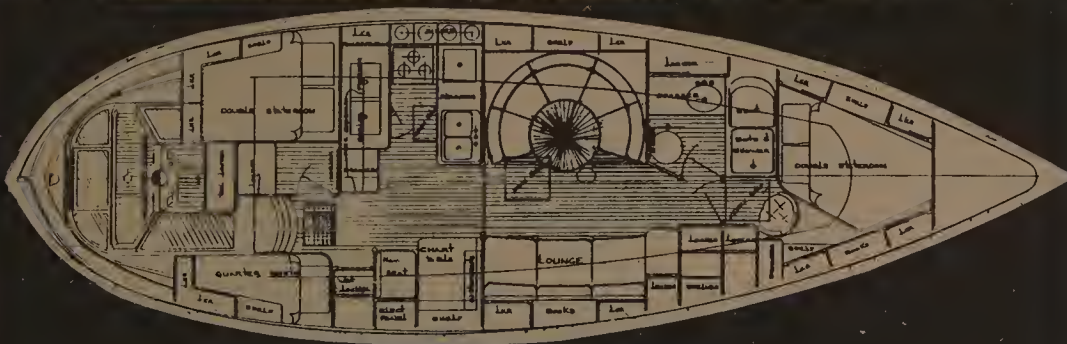
In the hot harbors, it is not uncommon to change zincs at least twice a year. It is good protection, not only for the propeller, but the shaft and strut. In some of the cooler spots, replacing zincs during the yearly haul out is sufficient.

Propellers with some electrolysis can be repaired. The de-zinc'd chunk can be cut out and a new piece of metal welded in.

The shop where all this takes place is usually a noisy room as propellers are being banged back into shape. Propellers, some too far gone to salvage, fill up every free space. But in the middle of the clanging and the banging and drilling and welding, propeller shops have their own dumb joke corner.

On the wall of Propulsion Engineering, there is a small three blade prop with two blades missing. The sign on it says, "For Sale, 2/3rds off."

— glenda ganny carroll



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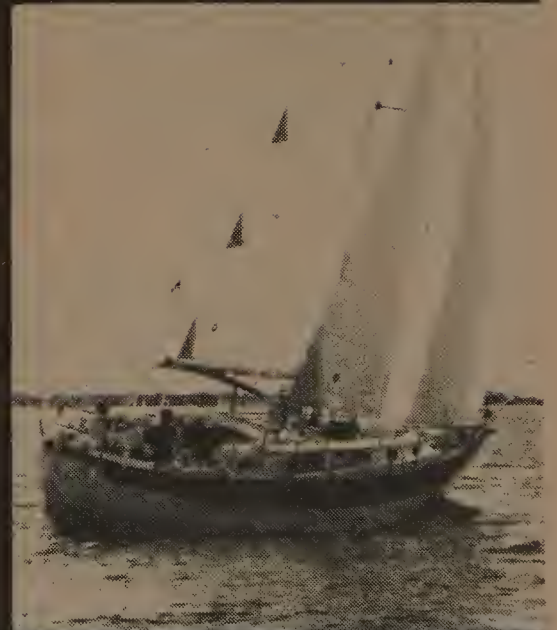
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All the people I know seem to fall into one of two distinct categories: the "sailing friends" and the "non-sailing friends". It's no secret which group I would rather spend time with. But sometimes the demands of family, business, or community force me to engage in social interaction entirely outside the circle I prefer.

That was the case last Saturday when I had to attend a dinner party at the home of some new acquaintances. It even meant missing a yacht club dinner meeting. But obligations are obligations, so I braced myself for an evening of vapid "upscale" chatter about food, film, economics and real estate.

As we walked up the short path to the front door, I noticed two large antique running lights, a red and a green, fitted on either side of the front door.

wall. Almost every other available patch of wall space supported a shelf full of nautical artifacts or books. Electrified fo'c'sle lamps hung from the ceiling, and a big ship's bell was mounted at the entrance to the kitchen.

Was I hallucinating, or had I walked into a tacky seafood restaurant by mistake?

A few of the other guests had already arrived, and after more introductions I sat down in one of the chairs and selected an hors d'oeuvre from a silver tray on one corner of the steamer trunk.

"Third place, 1981," I read aloud from the tray where I had uncovered some engraving.

"Honey, why don't we use the 'first place'

mal after all — until they showed us the last room on the tour, the "study".

The floor was finished in the same dark-stained wood as the living room, with contrasting wood plugs concealing the fasteners. There was a large display case containing a ship model in one corner, and an antique globe in another corner. The walls were almost totally obscured by shelves of sailing

"Obtaining a really good picture of my boat was one of the hardest things I've ever done."

"There's something very ostentatious about non-sailors using those things as decorations," I thought to myself. "Very poor taste."

We announced our arrival by working the little anchor-shaped door knocker, but didn't get a chance to touch the large cleat that served as a door knob before the door swung open.

"Hello, glad you could make it tonight," said our hostess. "come on in!"

She took our coats, introduced us to her husband, and went to get drinks. Meanwhile, I scanned the living room. The floor was made of dark-stained hardwood planks, mostly covered by an oval-shaped New England style rope-work rug. Centered on it was a coffee table made from a large ship's wheel and a round piece of glass, with current sailing magazines distributed around it. The couch was a bit worn but looked comfortable. On one side was a big old bronze binnacle with a light inside, and on the other was a matching engine room telegraph. Between the two chairs, which didn't quite match the couch, was an ancient steamer trunk with an equally ancient sextant displayed in an open box sitting on top. A framed print of a well known painting of two clipper ships hung on one wall, while a mounted set of charts, covering the whole bay from Alviso to Petaluma, extended from floor to ceiling on another wall. A bronze porthole with a mirror inside hung from one

trays for company?" complained our host.

"Really, dear, don't you think that would be overdoing it?" responded her husband.

For the next half hour or so I engaged in contrived landlubberly small talk with some of the other guests while our hosts greeted more arrivals, conducted more introductions and mixed more drinks. I was still amazed by the decor. Even the ropes that operated the curtains were done up in little turk's heads at the ends, and secured to miniature cleats.

When I went to the kitchen to find a table knife for spreading the pate, my worst fears were confirmed. I opened a drawer to discover a set of salt and pepper shakers that looked like red and black channel markers. Right next to them was a stack of place mats made from laminated nautical charts.

These people were obviously suffering from a disorder described as "rapture of the deep" by one of the more contemporary (an authoritative) dictionaries of nautical terminology. Both had advanced cases.

"Some of you have never seen the rest of our house!" proclaimed our host as he motioned us to the hallway leading out of the living room. "There's a tour leaving now!"

Most of the guests obligingly got up and followed him out of the room. The hallways and bedrooms followed the nautical motif, but with much diminished intensity. So much so, in fact, that I began to think that these people might be able to pass for nor-

GETS THE PICTURE

books, except over the desk. There, framed by shelves of trophies, was a spectacular photograph of a large wooden sloop, broad reaching at top speed under spinnaker across a very windy bay, with the Golden Gate Bridge in the background.

"Nothing irritates me more than seeing an otherwise great picture of a boat with the spinnaker trimmed improperly."

"And this is our boat," said our host and tourguide, not expecting this audience to show the appreciation that the picture deserved.

"That's a fabulous picture," I remarked. "I wish I had a shot like that of my boat."

"You have a boat?" His eyes lit up.

The conversation followed the predictable pattern from then on, as we each compared

notes on the last several decades of racing on the Bay. His boat was actually a familiar sight to me, even though we had always sailed in different divisions. It was fascinating to finally meet the owner after all those years of crossing tacks.

By the time the conversation came back around to the picture on the wall, the other guests, who must have been bored to tears, had all escaped back to the living room or kitchen.

"So who took such a magnificent



picture?" I asked.

"You know," he confided, "obtaining a really good picture of my boat under sail was one of the most difficult things I've ever done. I've been an avid photographer all my life; I have hundreds of great shots of other people's boats. I give them out as presents — I've gotten them published in magazines. But getting this one of my boat — you wouldn't believe what I had to go through."

"It doesn't seem like it would be all that difficult," I said. "Just send someone out with a powerboat and have them shoot a roll while they circle around a few times. You're bound to get a good one."

"Have you actually tried to do that?" he asked.

"No, but it's just a question of making all the arrangements . . ."

He smiled. "That's what I thought until I tried it. It all started when I got a proof in the mail from a well-known commercial photographer. It was a good shot, but I thought her prices were outrageous, so I arranged to go out daysailing with another boat to get some pictures of my own."

"What went wrong?" I asked.

"The first set of problems related to the

fact that I had friends and pick-up crew on board, not the usual racing crew. Each time we got the spinnaker up and drawing, the boat was already in the wrong place for the best sun angle. And the sail trim was terrible!

"I borrowed a power boat and threatened my crew with death . . ."

They always had the pole too low! Not that I can really blame them, but nothing irritates me as much as seeing an otherwise great picture of a boat — especially mine — with the spinnaker trimmed improperly. So I tried again during a race, this time arranging with a friend who has a powerboat to follow us around the course. But the wind was a little

on the light side, and the results just weren't exciting."

"I guess you just have to get the photographer at the right place at the right time," I noted.

"That's most of it. So we tried again, but this time the exposures were way off. After all, how much can you expect from a powerboat owner."

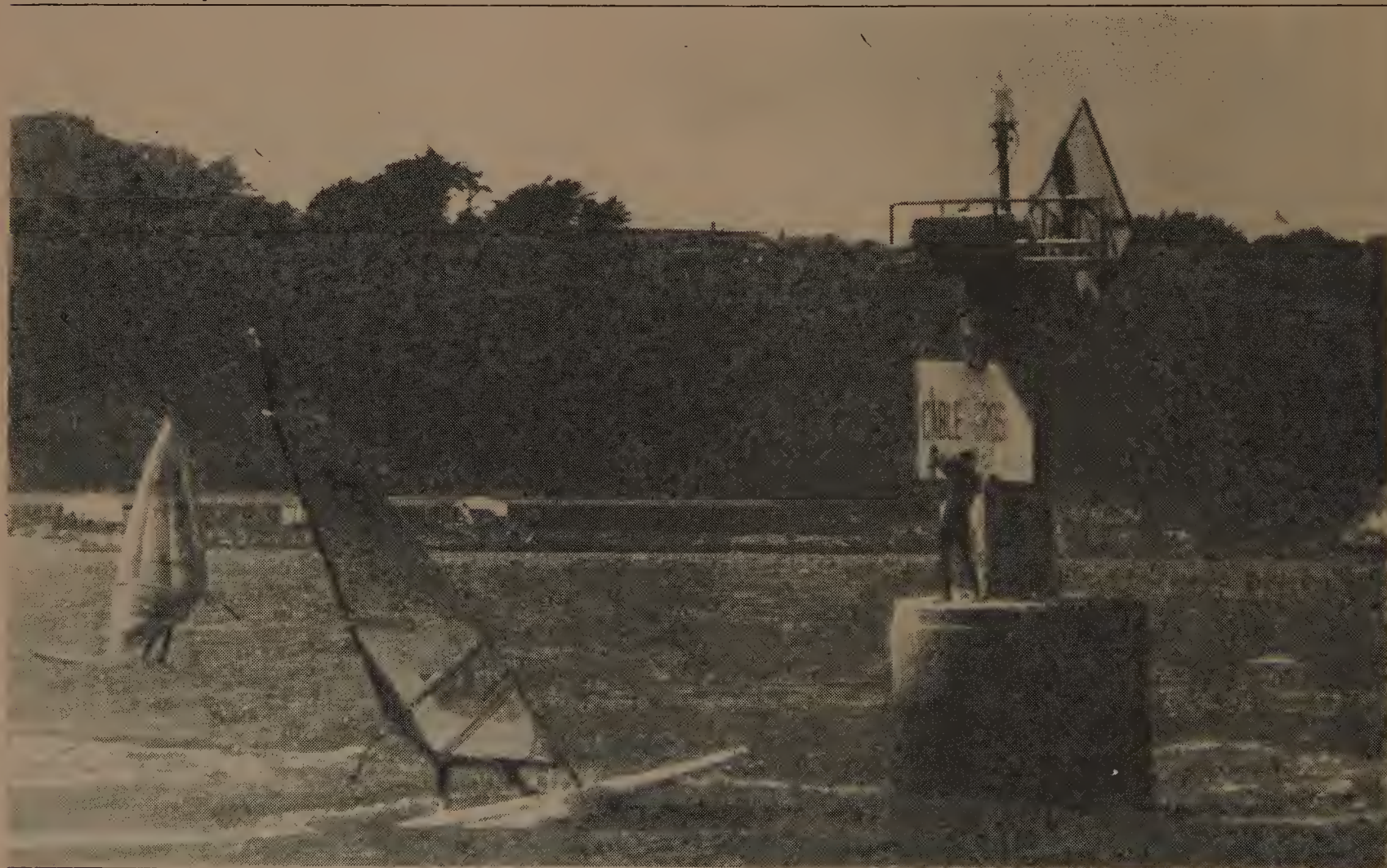
"I know what you mean."

"For the next attempt, I gave out five rolls of film to five different people I knew who were crewing on five different boats in other classes. And the weather turned out to be perfect, a beautiful, clear windy day."

"It does look like a good day out there," I said, referring to the enlargement on the wall.

"No, I still didn't get the picture I wanted!" he moaned. "First of all, three out of four frames were of other boats, and the

Make good use of vantage points.





Photos from the Golden Gate almost always work. Use a long lens.

PICTURE PERFECT

Here are a few tips for getting that perfect picture of your — or someone else's — boat.

1) Buy the pictures taken by the professionals. They may seem expensive, but it will usually cost you more to get the same results.

2) If you're a racer, don't go out for a photo session without your racing crew, especially if you want a picture with the spinnaker up in any wind.

3) Try to shoot up-wind and down-sun. This usually means windy mornings in the summer, or days with strong northerlies in the winter.

4) Provide for radio communication with the photographer if at all possible.

5) Make use of the good vantage points on shore:

A) Waterfront restaurant rooftops with public view decks or balconies.

B) Long fishing piers. A photographer can run faster than most sailboats can sail.

C) The Golden Gate Bridge. But remember, you're not allowed on the west side, except on weekends and then only if you're on a bicycle. And you'll be 200 to 500 feet away from your subject, so a long lens is important.

6) Watch out for the wake if you're shooting from a powerboat; it can make a sailboat look like it's planing at four knots. Sometimes the effect is good, but usually it looks phoney.

ones of my boat were either taken before the start with the sails luffing, or had the top of the mast cut off, or were taken in the middle of a jibe (an 'action' shot, they claimed), or from a terrible sun angle. Again, I can't really blame anybody. They were out there to race, not to take pictures. By this time I had paid for about ten rolls of film and processing, I had spent considerably more money than if I had just bought the professional's picture in the first place, and had almost nothing of any quality to show for it."

"So what did you finally do?"

"Well, it became a question of honor. The professional kept sending me more proofs, some of them quite good. But I was determined to do a better job myself. She knew that I desperately wanted that perfect picture, but I was incredibly stubborn about it. Eventually it got to the point where she would just wave from the flying bridge of her boat as she motored by during a race, because she knew I would never buy!"

"And how long did that go on?"

"Years. But the stalemate finally ended when I won the season championship one year. I needed a picture for the Yachting Yearbook, and another for a sailmaker's ad."

"What did you do?"

"I borrowed a powerboat, threatened my crew with death if they didn't show up, and went out and took the picture myself. You notice that's my wife at the helm! I've owned this boat since it was new, and that's the first time it was ever sailed without me on board."

You're lucky the weather cooperated," I said. "Usually when people find out they get their picture in the Yearbook, it's too late in the season for consistently good winds."

"It was a case of intense willpower," he said. "And you know, I think for many people — certainly for me — the trophies start to become unimportant after a while." He pointed to a shelf full of silver, glassware and odd-shaped plaques. "The real motivation for winning races, aside from the purely personal satisfaction, is the recognition. And that's why the photo in the Yearbook, or the listings in published race results, or the picture in the sailmaker's ad is so important."

"I never could figure out why the handicap division winners don't get their pictures in the book anymore," I said.

"Yes, a lot of things were better back in the good old days," he reminisced. "I knew who won every race, and everyone else knew when I won a race. Of course, there was a lot

less going on back then. I did hear a rumor, though, that the IOR association is planning to take out more space in the Yearbook next year, and run the pictures of the class winners. It might help to get some interest back in winning the local series, in the long run . . ."

He was interrupted by the sound of the ship's bell coming from the kitchen.

"That means dinner's ready," he explained as we returned to join the rest of the company.

Dinner was most enjoyable, despite the fact that there were usually two separate and unrelated conversations going on at the same time. Our hosts told all they knew about the secrets of yacht self-portraiture, to the complete indifference of most of their guests.

As a result I now have a compelling desire to get a magnificent photo of my own boat. So if you see me out on the Bay, especially if my spinnaker is trimmed right and I'm going fast, please be liberal with the film. I want to hang it right between the half model of the Gloucester fishing schooner and the matching ship's clock and barometer on my living room wall.

— max ebb

HAWAIIAN

Latitude 38 readers may remember that for the last two months we've run *Sightings* items relating to Spike Africa, Merl Petersen, and Merl's schooner, *Viveka*. We've gotten such tremendous response — 99.4 percent negative — that the normal



Merl cutting teak deck strips on 'Viveka'.

Letters section could not contain them. Thus we've decided it was only right that we set this section aside for what's essentially been our villification.

We'll start with a letter from Merl Petersen:

I and everyone who is familiar with *Viveka* are very disturbed about your unjust and unwarranted derogatory comments about her in your January issue. By jumping to conclusions and not taking time to verify the facts, you have dealt me a great injustice. Your remarks are slanderous and embarrassing. If the person who took a cab to see *Viveka* on December 5, 1985 had taken more than 30 seconds to look at her, he or she wouldn't have thought she was a "delapidated, non-functionable, uncared for piece of shit". I am surprised that someone like you, who puts out a terrific yachting magazine on the cheapest paper available, would be dumb enough to judge a book by its cover. The night before the picture you printed was taken we had 45 knots of wind which tore my awning to ribbons. The wood you see in the picture that is scattered on deck is the new teak decking which is being installed. Had you seen *Viveka* in a shipyard in the same condition, I'm sure you would have

ALL PHOTOS COURTESY OF MERL PETERSEN

assumed that extensive work was being done, which is the case. The major renovation work was started in March of 1983. I am now in the final stages of a \$175,000 total renovation of *Viveka*. (That's an expensive piece of shit.)

The vessel was stripped down to the bare hull inside and out. Everything including the deck, bulkheads, sole, and engine were removed. All the fastenings are bronze. The floors were iron. An electrolysis action had burned some small spots in the frames and planking where the iron floors were fastened with the bronze bolts. All the iron floors were removed and replaced with wood and fiberglass laminated with epoxy resin. The new floors were refastened with 4,000 new bronze bolts. The hull is double planked with 1 1/4" Honduras mahogany outside and 3/4" cedar inside. The inner planking has been refastened to the outer planking with 12,000 new 1 3/4" x #14 bronze screws on center. The frames are 9" on center. Every inch of

Viveka inside and out has been inspected. The few very small areas of bad wood were removed and new treated wood was installed in these areas. None of the planking nor any of the frames had to be replaced. In other words, the vessel is now in perfect condition.

The new deck is laminated with three layers of treated plywood. The plywood lamination is 1 1/4" thick. The plywood decking is secured to the deck beams with epoxy and 2 1/2" bronze anchor fast nails. 1/2" x 1 3/4" teak decking strips are scarf spliced at the ends of each piece to make a continuous deck plank the full length of the vessel. The teak decking is being secured to the plywood with P.R.C. poly-sulfide rubber. The new interior consists of four staterooms and two heads and the main salon-galley area. All the rooms have louvered doors. Three of the

Looking forward on 'Viveka', showing new teak deck strips.



staterooms have an upper and lower berth. The master stateroom has a double bunk, vanity, chart table, navigation station, head, teak bathtub, and sauna. Forward of the main salon on the port side is the crew's head. The main salon has a hideaway galley, bar, dining table that seats eight, and a settee that makes into two extra bunks.

The vessel is equipped with a 155 hp diesel main engine, two 115 V.A.C. diesel generators, work bench and tool storage area, a clothes washer and dryer, 100 gallon water maker, water heater, topload freezer and refrigerator, microwave oven, stove and oven, two AM/FM stereo tape decks, TV and VCR, Alpha autopilot and B&G navigation instruments.

1,600 board feet of teak was used to rebuild the interior. The hull exterior has no visible seams because of the double planking. The hull is being sanded, filled and faired to be as smooth as a fiberglass hull.

As far as Peter Sutter's comments are con-



Galley features freezer, stove, microwave and sink in 'hideaway configuration'. Sole is teak and holly.

cerned, I fortunately never met him. I saw him around Sausalito a few times, but everyone always said he was a pompous ass, so I never wanted to meet him. He has never been on board *Viveka*. *Viveka* was built for the J.P. Morgan family in 1930. Cyril Tobin owned her in the 1940's. There were five owners after Cyril sold her. When I bought her in 1957, she was badly neglected. Bob Frazer, a former owner, named her *Viveka*. As for her lying at anchor in Richardson Bay — that's not true. Since I have owned her she has never been anchored in Richardson Bay and she never had her bowsprit broken and dangling in the water. During the years I had her berthed at Madden & Lewis Yacht Harbor, there was an old ketch anchored out in Richardson Bay. Peter must have mistaken the old ketch for *Viveka*. Peter, *Viveka* is a staysail schooner. A schooner has the main mast aft and a ketch has the main mast forward. Take note of that so you can tell the difference in the future. Nothing personal you understand.

Here are a few names of some old timers in the Bay Area that can verify that *Viveka* was never anchored in Richardson Bay and never had her bowsprit dangling in the water: Byron Havaside, Johnie Weismeller,

Jr., Peggy Baker, Bill King, Ted Bekins, Rich Myers, and Ron MacCannon.

Since your degrading article was printed, a prospective crewmember who has never seen *Viveka* now has great reservations as to whether she would go on my forthcoming



Finish sanding work being done on the hull.

five to six year around-the-world trip. On this voyage I will again make a T.V. documentary film. We will be working on a full year T.V. series.

Viveka is about 95 percent finished and I expect to have her completed by late spring. At that time I will leave on the around the world cruise. There are presently several berths open for qualified crew for the voyage.

I feel you owe it to me and your readers to print this letter and as many of the enclosed photos as you can find space for. These pictures were taken on January 4, 1986. Please try to print this in your February issue so you can straighten out this fine kettle of fish you've gotten yourself into . . . Ollie.

Also, please spell my name with a "sen", not a "son".

The following are other letters we received on the subject, most of which we've edited slightly for maximum impact and to avoid dulling repetition.



HAWAIIAN

From Ken Anderson of Honolulu:

I am the proud owner of a 60-foot Alden designed ketch, *Grenadier*. Her homeport is in Honolulu.

About two years ago my family and I were at Merl's raging — I say raging meaning that we all had a blast — inauguration party. Other seasoned international yachties were present to toast Merl into his Pacific Presidency.

What I would really like to congratulate Merl on — besides his Presidential Inauguration — is the work which he has put into his cherished yacht, *Viveka*.

I have watched *Viveka*'s interior transform into a renaissance of splendour; from drab, gutted and littered, to sleek and immaculate, complete with a more than ample galley, sauna, washer/dryer, and all the other blissful pleasure of a modern yacht.

Your photograph does candidly show *Viveka*'s deck as quite cluttered, but if you look closely there is a new layer of decking which is in the final stages of long-awaited completion.

I congratulate Merl for the tremendous amounts of effort, time, and patience he has attributed to *Viveka*'s brightening future. It's as though *Viveka* is a Cinderella brushing off the ashes and donning a shimmering new ball gown.

From Bob Dickson and Nita L. Prigian of Costa Mesa and Lahaina:

We attended the inauguration of Merl Petersen in August of 1984 in Honolulu, Hawaii.

The international group of voters were suitably bribed with food, booze, and t-shirts.

Merl's main claim to the presidency is

Any idiot knows
that if it says
so on a t-shirt,
it is as . . .

based on his long, uncontested term as "Vice" President of the Pacific Ocean.

From Philip J. Pinset of Honolulu:

I'm no expert, but I have done a little work on wooden boats, and I have learned a lot over the three years that I've been in Hawaii watching Capt. Petersen refurbishing his

schooner. I stop by the boat about once a week to take a break from my studies, and to see how that "sad schooner" is being restored to "magnificence" by skilled, loving hands and dedicated hard labor. I am a witness to the fact that work on *Viveka* has continued six or seven days a week, ten hours a day for most of the last three years at least. So you know whose side I'm on. But that's not the point of this letter.

Obviously, you were motivated more by a desire to bring Merl down a peg or two than any journalistic need to uncover the truth when you took the picture and made a snap judgement that her condition warranted a scatological reference. If in your younger days, you had spent some time around wooden boats instead of glassing and waxing your board, you would have seen that rather than being neglected, *Viveka* was having her decks completely refitted with teak strips. Even in the picture you can see that work is in progress on the starboard foredeck, and that there's a bundle of teak lengths on the port side of the foremast. The black stuff all over the teak that has already been laid is a bedding compound, a high tech polymer.

Perhaps the reason you couldn't see what was under your nose, and coincidentally only had 30 seconds to check it out — it only takes 15 minutes to get to the Ala Wai from the airport — was because you had downed more than a peg or two yourself at the airport bar. Nothing personal, you understand.

By the way, I took the pictures Merl sent you. As you can see, I'm no expert with a camera, either, but my pictures do go somewhat further towards "exposing the truth".

Philip — We have no idea how you are with a camera, because we never received any photographs at all from Merl. We got duplicates and triplicates of all kinds of old Herb Caen-type articles, but no photographs until January 20, 1986.

From Dan O'Brien of Lahaina, Self-Appointed Chairman of Naval Affairs:

Your December issue contained an article entitled, *His Hat's In The Ring*. This disgusting piece of tripe only goes to prove once again what's wrong with our whole political system. It contains politicians.

Your audacity in holding an election is a bit after the fact, as Merl has already proclaimed himself to be President of the Pacific Ocean, and it is doubtful if he would give up



the position notwithstanding the unfavorable outcome of an election. His t-shirt proclaims he is now President, and any idiot in Hawaii knows that if it says so on a t-shirt it is as valid a proclamation as anything written in the Bible.

Your article did not contain one whit of evidence as to why Merl should be president of anything, but did do credit to his expertise in the field of naval warfare. It is a sad fact

. . . valid a
proclamation as
anything written
in the Bible.

that we Americans always try to elect a military figure as our President. Hell, no one even knows to what political party Merl affiliates himself with.

One could assume that he is a Republican due to the participation of a water skiing elephant battle No. 1. On the other hand, a bunch of asses (Sausalito's City Manager,



and Police) showed up at the start of battle No. 2, so maybe he's a Democrat.

It would seem more fitting that Merl would aspire to a more lofty office than mere President of the Pacific. Admiral of the Pacific would have more clout. As we all know "Only Admirals and Assholes are allowed to stand in companionway hatches". This is where you will most often find the owners of all sailboats. As Admiral of the Pacific one could lounge about the companionway of any yacht in the ocean with impunity. Now that would be a position of real envy. As only one person could hold such a title there would never again be any doubt in anyone's mind concerning the title of one who perched themselves in a companionway hatch.

It seems unfitting though that a devious device such as an election should be used to determine who should bear the title. No one in his right mind ever trusts the outcome of any election, especially those on lands touched by the Pacific Ocean. Is it not logical that a series of ocean battles would be a more fitting test?

The prime place for such a war would be in the roadstead off Lahaina. The area has seen many such battles, in fact they are a revered tradition. Lahaina YC would be more than happy to administer the battles,

Looking aft, master cabin features double bunk on starboard and vanity on port. Paneling is teak and mirrors are bevelled.

and enforce whatever rules are in effect in the usual manner. Our committees have a fine tradition of not showing up at all, so it would be just the sort of management that such an event would need. A modest entry fee of say \$1,000 would just about cover our administrative costs.

The first entrant to send in the \$1,000 entry fee could choose the date of battle and dictate the rules. It is our feeling that this important position should not go unfilled for long. So all you yacht owners of the Pacific Ocean this is your one and only chance to prove to your crews that you are not what they knew for a fact you are, but the one and only "Admiral of the Pacific" with all its privileges, real and imagined.

All challengers should be aware however that Merl continues his unchauvanistic practice of doing battle with an all girl crew. This practice is most distracting to would be combatants and crews as "Merl's Marines" wear nothing but a tatoo or two during the heat of battle. Enquiries and entries may be forwarded to me at the following address: c/o Lahaina Yacht Club, 835 Front Street, Lahaina Maui, Hawaii 96761

Dan — Just to clarify something, the P.O.P.O. has — in the words of Spike Africa — nothing to do with politics: "The title is strictly non-political. I'm in charge of sea-serpents, mermaids, tides and currents."

From Past Commodore of the Hawaii YC, George Pelgrim:

Having briefly known Spike Africa in Sausalito years ago and having known Merl Petersen well for twenty-five, found interest in your Merle & Spike up to the point where you printed an inappropriate comment on the lovely Viveka which is currently undergoing reconstruction.

Viveka was gutted from bow to stern. The immensity of the project can only be appreciated if progress was followed. Workmanship is excellent. Painted surfaces are all formica with brightwork principally in Samoan teak which has a beautiful deep red color. Traditional styling captures the original atmosphere of the early thirties with many of the details from the original interior reappearing. The richness of the teak and the white bulkheads have a beautiful effect. Interior work is 95 percent complete, needing only to clear up signs of work in progress.

The last stage of reconstruction is the laying of the teak over the new plywood deck. In the age of tupperware yats many so-called sailors have forgotten that laying a deck in adhesive is a messy job. Pete Sutter should be able to remember back to his childhood in wooden boats and be able to recognize a rebuilding project. Sailing around in a tupperware yat is nice, but it doesn't qualify anybody to slander the love affair of a man and his lovely Viveka. And a 30 second glance by someone so qualified in the world of little ships should recognize construction as different than decay. Topsides sanded



and nearly perfect, new toerails, rebuilt skylights and combing are all in place. The deck now is being sanded to remove the excess of adhesive.

So, let's hear it for the lovely schooner Viveka and the President of the Pacific Ocean.

Please note that no "four letter" words were required to express this opinion.

From Fred Madlener of Honolulu:

I must admit that your photograph of

HAWAIIAN

President of the Pacific Merl Petersen's *Viveka* caught her with her pants down. But even ragged pants may hide great beauty, and I think this is the case here. Even a close look at the photo you published reveals a big expanse of laid teak deck in the process of being fitted. I have looked closely at these decks and can report that they are laid in one length with the scarfed segments matched for grain, and that they are laid true and fair, something you don't commonly see these days.

The reason why things on deck looked so untidy is not because bad work is being done, but because the President has no warehouse and a warehouse-worth of gear has to be moved about the deck as the refit progresses. When the kind of work being done on *Viveka* is being done in a major yard the decks don't look much better. Work in progress. Understood!

Your photograph also missed a completely rebuilt interior done with ingenuity and flair. *Viveka* has been completely refitted by one man working alone and who has exhibited prodigious energy and skill. She is sound, she is fair everywhere, and, at the rate the President is working, she will sail again soon, a gorgeous lady of the 1930's. I hope you will praise her then as you condemn her now. Why not come back this summer for another look? I don't think 30 seconds was enough. I mean, even news packagers take 60 minutes. I think you hit a man who deserves your praise; he is preserving a beautiful old yacht and doing a good job of it.

From Peter English of Northern California:

Why does the Pacific need a king?
Do we need a king now?

Spike grew into the role somewhat naturally and I don't think it was disputed. There are lots of good guys and gals afloat, many of whom could do the job if pressed into service. Your spontaneous photograph of *Viveka* proved that Merl isn't Spike incarnated, thus let's let it lie.

From Rita McCabe of San Francisco:

I've been a reader of your magazine for several years, but after your response to Merl Petersen's (P.O.P.O.) letter, I'm starting to have doubts.

I can't see calling anybody's boat a piece of shit, especially after only a 30 second look. If you had allowed another 30 seconds to go aboard and look below, you would have seen some superior carpentry work, all done by Merl.

I, and many others I have met through the

Clipper Cup, hope to sail with Merl on *Viveka* some day. I did have the privilege to be a participant at the Inauguration Party and feel that he was legally elected to the presidency.

You say in your January issue that you are going to abstain from the whole matter. Well, I feel you've gone too far to just drop it now — your childish and rude attacks at least deserve an apology to the person who reigns as P.O.P.O.

From Fran Bioletti of Los Altos:

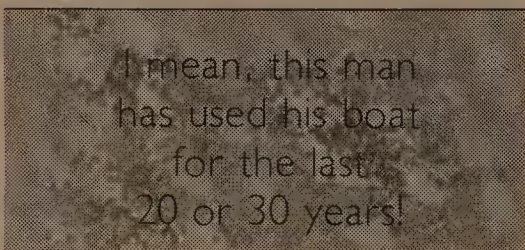
That was good coverage in your January issue of the Spike Africa/Merl Petersen/President of the Pacific Ocean controversy. However, I would like to make two points:

1) As a participant in the election party in Honolulu in August of 1984, I would like to say that Merl was duly elected by those present and is therefore, as far as I am concerned, the current President of the Pacific Ocean.

2) It was unfair to print only the one picture of *Viveka*'s deck, which does indeed look uncared for. If you had gone below you would have seen the careful carpentering, the handsome cabinet work, and the time and money spent on engine, wiring, and plumbing. Sure, he has the deck, rigging, etc. to finish, but I am sure Merl is sincere in his goal of putting her back in shape for a long sea voyage, and that she will be around and in good condition for a long time to come. Surely he deserves credit for this work even if it has been a long time in coming.

From Pat Beck of Honolulu:

To those of us who have crewed aboard *Viveka* and have an affection for that lovely schooner which your magazine maligned in a recent article, it seems incredible that your reporter drew his conclusion from a fast



snapshot taken from a taxi on his layover in Honolulu.

Had he taken a closer look, and gone below to see the large-scale refurbishing already accomplished, he might have noticed on closer inspection that the 'debris' on deck was teak decking to be installed in the near future.

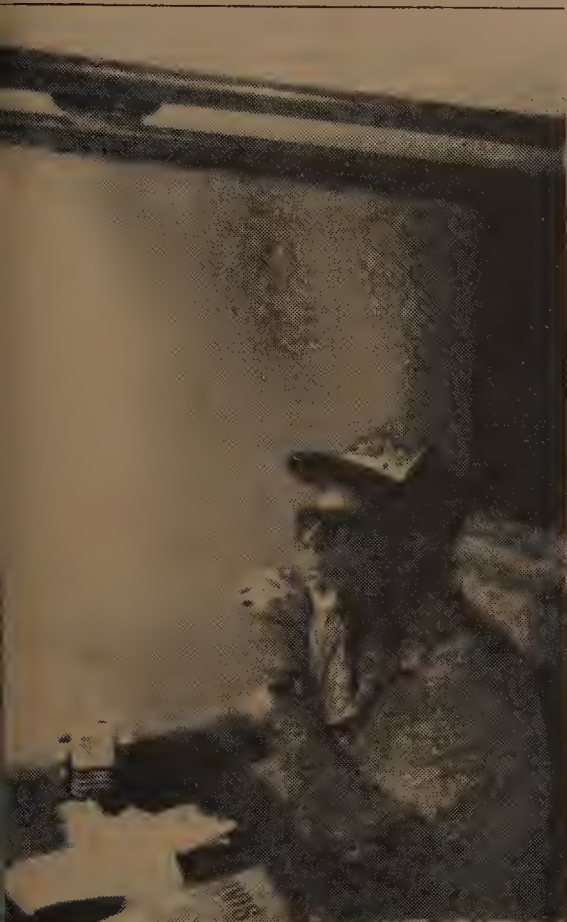


Perhaps your reporters should think twice before making snap judgements — and you should reconsider giving it space in what is usually a superlative publication for the boating community.

From Rich Meyers, Southbound:

As an old time CCA ocean racing hand, I have been around about as long as anyone at your average yacht club bar would care to admit. As such, I was fortunate to have been part of the *Viveka* crew in her Sausalito days. In fact I was driving Banducci's Alden ketch *Shearwater* during the "Sea Battles". (I also had to clean up the mess afterward, and the other boat had all the girls.)

I've seen *Viveka* live through trips to Mexico, Tahiti and Hawaii before most of these guys knew where the hell any of it was, and the boat took a beating. But Merl always maintained the integrity of the hull. When it came time to rebuild, he did it himself from the inside out. When you gut your boat down to the primary timbers, you better know it's going to make quite a mess. Merl didn't let that discourage him even though everyone who saw it — with a few exceptions — did let it discourage them! Only after removing all ferrous metals, replacing same with bronze, replacing floors and bilge stringers was he content to continue with the in-



Merl Petersen taking a well-deserved break at the main salon dining table. Doors lead forward and to second stateroom.

terior. He then proceeded to complete an amazing job of joinery and engineering. That sucker has everything: hot tub, sauna, washer, dryer, watermaker, 4 staterooms with radiant heating. He went to Samoa or somewhere and brought back some exotic wood for the joiner work. His cabinet shop was on top of the old deck. Please excuse that I labor the point, suffice to say it's been quite a lovely obsession with him.

I mean, man this guy has used his boat for the last 20 or 30 years!

Oh, and another point; I have never known *Viveka* to lay at anchor in a sorry state except possibly before he owned her. The boat was always kept in a slip in Sausalito. I do remember when Merl rebuilt the bowsprit, but not at anchor.

Other than all that I thought he made a pretty good vice-pres, so I don't see why he shouldn't be a good pres. He knows where everything is in the Pacific.

If anybody is interested, here's how we got into what Merl describes as "this fine kettle of fish".

We'd never heard of Merl Petersen until

he sent us a package about himself last fall. In the package were some t-shirts which identified himself as President of the Pacific Ocean, and some old newspaper clippings about his early 60's San Francisco Bay escapades and a voyage to the South Pacific to find "the perfect woman". He also indicated he was nearing completion of his restoration of *Viveka*, the big schooner he'd owned since 1959.

Our first inclination was, "Great, this will make a terrific feature." But naturally we thought we ought to do some checking around. After all we covered the Clipper Cup during which Merl said he'd been elected as President of the Pacific Ocean, and had not heard a thing about it. That in itself meant nothing, but for all we knew this guy and three friends were the election.

Now someone claiming to be President of the Pacific Ocean is no small matter on the west coast, because the only person to ever hold that office was Spike Africa. The noted schoonerman and legendary character is still much beloved, particularly in Sausalito where he's got his own section in the Historical Society. Spike lived in Sausalito for many years during its glory days, often holding court at the no name bar. Anything had to be expected then. They still talk about the time the bomb went off at the Bank of America and nobody paid any attention because they assumed it was part of the going away festivities for Spike.

Feeling the sailing press is charged with the maintenance of sailing legends and folk-heros such as Spike, we began asking around about Merl. And when we learned some folks were leaving for the islands, we asked them to have a peak at his schooner *Viveka* and see how the restoration was coming.

The initial results of the 'investigation'

'Viveka' has been completely refitted by one man working alone

weren't very promising. The folks who went to Hawaii said *Viveka* didn't look particularly good or restored to them. This was disturbing, because it didn't seem suitable that a great schoonerman like Spike Africa be succeeded by a gentleman with a schooner that didn't look up to snuff. Furthermore, others who'd seen the boat in recent years weren't

any more upbeat in their evaluations.

In fact one guy, who earned his keep during a circumnavigation on a famous wood boat by doing all the woodwork — and who knew *Viveka* from her early Sausalito days — said this: "Everytime I've seen that schooner in the last twenty years she's looked the same; like shit. I can't ever remember her having her bowsprit in place." (Incidentally, he says the last time he saw the schooner was in December of 1985 — about a week after we took the photograph that ran in *Sightings* — and his opinion as to *Viveka*'s condition has not changed.)

Readers should understand that after visiting distant harbors, sailors are often queried about the condition of familiar boats. For example, two years ago we asked someone coming back from Honolulu if they'd seen *Zamazaan*. The individual said, "Yes I did, and it's real sad because she looks like shit." That's the way people talk. Now the truth of the matter is that *Zamazaan* might have looked better than 3/4's of the boats in the Ala Wai at the time, but compared to her previous condition she looked like — well you know the vernacular.

As for old friends of Spike's around the San Francisco waterfront, we couldn't find any who responded positively to the idea of Merl Petersen taking over as President. And we had no doubt they were Spike's friends, because they brought us old correspondence, permits he'd issued for use of the ocean — stuff like that. The following letter is typical of the response we got from them:

"I have been constantly thinking and honestly worried ever since our conversation about someone trying to take over the position of President of the Pacific Ocean. Everyone of knowledge knows that Spike Africa is and always will be the President. To think or dream otherwise is total blasphemy. Spike named his cat after me because I'm totally allergic and hate all cats. Except nice flat freeway cats." This from a professional mariner who has sailed many of the great wood boats from *Stormvogel* to *Windard Passage* and continues to sail frequently today.

When pressed for what problems they had with Merl being President, these people invariably spoke of what a unique and irreplaceable character Spike had been, and how — in their opinion — they felt *Viveka* had deteriorated under Petersen's ownership.

Reference has already been made to Peter Sutter's comment about a dangling bowsprit.

HAWAIIAN HEAT

Dave Russell of Lahaina, who says he learned to sail on *Viveka* and is one of Merl's greatest admirers, claims *Viveka*'s bowsprit never dangled in the Bay. He says it just wasn't there at all. Russell also offered the opinion that *Viveka* was not in good condition during those years nor when she left San Francisco for the last time in the mid-60's.

Certainly the most interesting comment on *Viveka*'s condition during this period was attributed to Spike Africa himself. When Spike got word that *Viveka* had made Hawaii safely, he was doing macrame and varnish work on *Pilgrim*. The Mayflower ketch was then berthed at the San Francisco YC and more or less served as Spike's clubhouse. An eyewitness to the event says Spike responded to the news of *Viveka*'s successful voyage by proclaiming, "The worms must have held hands all the way across the Pacific."

Understandably, the results of our inquiries gave us severe doubts as to whether the majority of Spike's friends and surviving peers would consider Mr. Petersen's claim to the Presidency of the Pacific Ocean as being legitimate. The truth is, no one we talked to had even heard about such a thing.

So, we decided to hold an 'election' in *Sightings* to see what new information might turn up. We felt we had to, not to be mean to Merl, but to uphold the much cherished legend and memory of Spike Africa the folk hero. The results of the election were about five votes in support of Merl and about three against. There was not a heavy turnout. We also got a letter from Merl instructing us to call off the election because he was the President of the Pacific Ocean.

Right about this time we made a trip to New Zealand. A change in planes in Honolulu gave us just enough time for a crack of dawn dash down to the Ala Wai to have a look at *Viveka* with our own eyes. It would be an expensive dash, it would mean we might miss our flight home, and it would certainly force us to forego our breakfast quart of gin; but we figured you gotta do what you gotta do.

We looked at *Viveka* as carefully and as soberly as possible for a person who'd just got off a nine hour airplane flight. And we specifically viewed it through the eyes of Joe and Janice Average Sailor, who would be seeing not a private individual's boat — for that was not what Merl was publically claiming to be — but as the yacht of the President of the Pacific Ocean. We also viewed the schooner as a reflection of the memory of Spike Africa, for who — like most folkheros

— no successor is necessarily required.

Perhaps it had something to do with the fact that we'd just arrived from New Zealand, where they revoke your citizenship if your 50-year old wood boat isn't in perfect condition, but we weren't impressed with *Viveka*. We'd been told the restoration was nearing completion, but from what we could see that morning, there was a long way to go. Particularly bothersome was the fact that there was not a single thing that we could see that looked like it had been one hundred percent completed.

"Is this true to the memory of Spike Africa?", we found ourselves wondering, remembering what he once told a reporter when questioned about being the toast of Sausalito: "Heady as this might be," he admitted after a thoughtful spit, "I'd be happier eating shoe leather and stewed cockroaches on the deck of a schooner. Going west, of course." We were unable to reconcile that attitude with a schooner that had a washer/dryer but no bowsprit; that had a sauna but whose topsides needed painting and trim; that had a water-maker but no sails; that had generators but torn up decks.

One of the letter writers earlier said that we'd "caught *Viveka* with her pants down". That notion crossed our mind as we stood looking at her. But having made the boat-looking stroll from Honolulu Harry's to Texaco Dock a couple of times a year for the last five or six years, we couldn't buy it. That December morning *Viveka* looked pretty much like she'd always looked to us. If the interior looked like the Sistine Chapel it wouldn't have made any difference.

Having seen what we'd come to see, we snapped a photograph or two and headed back to the airport. In the next issue, we ran Merl's letter, the photograph we took, and the gist of the consensus of opinion we'd been able to get in San Francisco Bay. That friends, is how we got into Merl's "fine kettle of fish".

We'd be lying to you if we said we didn't feel bad about this whole thing. Obviously Merl has busted his butt — if not his pocketbook — working the last couple of years toward the restoration of his schooner. Such a restoration is an unbelievably enormous undertaking, and Merl's doing it with his own hands, not taking the easy way out by paying others to do it. We have the greatest admiration for individuals who work hard and who pursue a dream in the face of countless obstacles.

So to you, Merl the individual, we extend our sincerest apologies. Had we the story to do over again, we would do it a different way, focusing entirely on you and the restoration of the schooner, and ignoring the whole political business completely.

The situation was, however, that you didn't and aren't presenting yourself as an individual, but as President of the Pacific Ocean, successor to the folk hero Spike Africa. The problem is that when you do that, you're asking to be evaluated on an entirely different standard. And we're sorry to say, but some of Spike's peers and friends are of the opinion that you and *Viveka* don't measure up. That's politics. If you're going to run for office you have to be ready for people to vote against you.

By the same token, we'll readily recognize that there was an election in Hawaii in August of 1984 where you were 'elected' President of the Pacific Ocean. We also recognize that you were appointed Vice President of the Pacific Ocean by Spike Africa.

Those are the facts as we've been able to determine them. What everybody wants to do with them is their business.

So while we feel that our coverage of this whole mess wasn't very compassionate, given Merl's claim to Spike's office and memory, and given the reaction of many of Spike's San Francisco Bay friends, we didn't have that much choice in the matter. Having said that, unless someone's got something radically new and different to add to the matter, we're going to consider it closed except to end on the following somewhat more positive note:

Ironically the one thing that appears to have been overlooked in the whole stink is what kind of sailor Merl is. To date only one person has brought that up, Dave Russell of Lahaina. He says, "I don't care about the president stuff, but I want Merl to get his due, both for preserving the schooner and for what kind of sailor he is. Lots of us over here in Hawaii know him as an excellent, excellent seaman who has sailed thousands upon thousands of bluewater miles. He basically sailed *Viveka* over here single-handed in 1965, and there isn't a single thing he can't do on a boat. When the schooner got dismantled here off Lahaina, he built new masts with his own hands from Alaskan spruce. He's an independent guy, a bit of a rebel, but most of all a really fine seaman who is following his dream of completely rebuilding his schooner."

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CANTAMAR'S

Fresh shipwrecks aren't a pleasant sight. We've seen far more than our share of them, always with the same approach/avoidance reaction. Curiosity draws us to them, but if there's nothing you can do to help, you soon prefer to be elsewhere. It's the personal effects scattered over the surf and shore that always get us; they too realistically mirror the dreams and psyches that have been fragmented with the hull. That and the grief that seems to hang in the air like a foul mist.

A mature shipwreck is altogether a dif-

ferent thing. There's still solemnity in the air, but you can be light-hearted about it, too. Especially if nobody got killed. Mature shipwrecks are also irresistible to climb around; to examine the fatal wound and to survey the general construction of the ship. When you get a little winded — ships aren't designed to be walked on when at a 45° angle — you pause to imagine what it must have been like to be aboard when she

foundered, and what you as skipper might have done to prevent the disaster.

The wreck pictured on these two pages is a mature wreck. She's the *Cantamar*, about a 115-ft cruise boat out of La Paz, Baja California Sur. She's shown on her death-bed, near the northwest end of the San Jose

A New Year's Day 1985 loss, 'Cantamar' lies in repose at her final resting place. Not a complete loss — soon she'll be a great fish haven.

ALL PHOTOS BY LATITUDE 38/RICHARD



SORRY NEW YEAR

Channel, which is about halfway between La Paz and Puerto Escondido. While she looks still from a distance, there's plenty of activity aboard. Wood of any kind is in very short supply along this part of the Sea of Cortez. So the residents of Nopolo, most of whom live in very crude structures, have been

blessed with a treasure. They are systematically dismantling the vessel from the inside out, and *nothing* is going to waste.

We happened upon the *Cantamar* in March of 1985. It was no accident, as we knew she'd gone down a few months before. In fact we'd been looking forward to sorting through her bones.

With a lot of shipwrecks you never really know what it was like aboard before the foundering and why it happened. This was not the case with the *Cantamar*, for surprisingly one of our crew, Gino Bair, found the engine log and a passenger's diary on the



Gino and Vibeka give 'Cantamar's hot tab one last fling.

CANTAMAR'S SORRY NEW YEAR

rocks just a few yards away. We don't believe in tramping through anyone's private thoughts, so we quickly flipped through the diary and log looking for clues to the last floating hours of the *Cantamar*. In the process we couldn't help but notice the diary was purchased in China and entries had been made while in some of the more fascinating places in the world.

But there on the last pages of the diary we found what we'd been looking for, the cause of *Cantamar's* death. New Year's Eve the boat had departed Puerto Escondido and some of the ten couples aboard went ashore at the El Presidente Hotel and for a tour of Loreto. By the time everyone got back, many were full of cheer for the impending new year. There was a chicken dinner with lots of champagne, and everyone, including the captain and crew, were suited up for the party. All 23 members of the group, took part in the entertainment, which included different acts and songs. The captain was noted as being particularly adept with the guitar and western songs.

Then it was 2400 — the festive start of a new year. Everyone drank a toast to the blank calendar, relived a few memories, shared hopes for the future, and then retired for the evening. Things rapidly deteriorated from there. The remaining diary entries read as follows:

“Tuesday, 1 January 84 [sic] — 0830. Rise and, well, not too shiny. Warm sun. Some swells moving in from the north. Breakfast was good and hot, omelette and beans.



Well, what a day! It is now 2130 and we are anchored at Rancho Delores, dead in the water after losing one propeller/shaft and the one engine left is clogged because of bad fuel — in 35 knots of wind and *high seas*. Really a scary time from 1700 to around 2000. All passengers were ordered to sit down and stay down. With the engines gone we lay in the trough, with furniture, glass, books and people flying. Several times we were in a bad spot. At about 1800 we were

Our captain, a female bearing cold beers, has no trouble making friends with the dismantling Nopoleans.

instructed to wear PFD's, to be prepared to abandon ship and be taken ashore in small boats if the anchor does not hold. The engineer will continue to work on the engineer [sic].

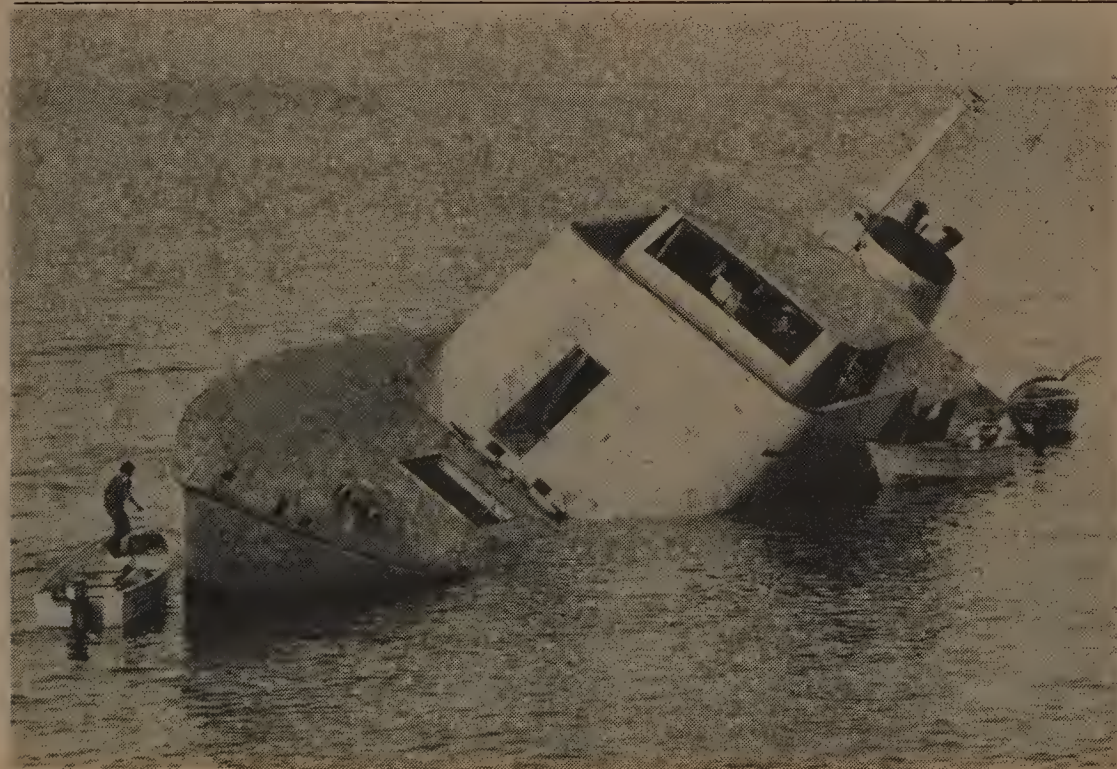
At 2100 hrs we were served dinner. Most passengers did eat something. We seem to be very solemn with a little bit of relaxing by now. The captain has assured us all along the way and will do everything he can for our safety. We put our passports, money and ID's in (unreadable) jacket. Thank goodness for all those pockets!"

So ends the diary — and not coincidentally the *Cantamar*. The anchor chain broke, the remaining engine couldn't be started, and the ship was helplessly blown down the Sea of Cortez where she struck ground near the entrance to the San Jose Channel. Had she drifted just a few hundred yards further to the east, it's quite likely she would have been blown down the channel to more open water and eventually taken in tow and saved. But as it was her hull was badly holed and that was it. All the passengers and crew were saved.

We at Latitude 38 hope that your new year started off a little bit better, comforted by the knowledge you would have been able to sail your vessel out of such a situation.

— latitude 38

'Cantamar' in March of 1985. Is there anything still left?



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THE RACING

*This month we have reports on the **Singlehanded Sailing Society's** 1986 season, the **Master Mariners'** New Years bash, **12 Meter** gossip, and as always a gob of **Midwinters** results. From our international desk comes news of the **BOC Race**, the **Manzanillo Race**, the **Sydney-Hobart** and an update on the **Whitbread**.*

Singlehanded Sailing Society

The Singlehanded Sailing Society recently released its schedule for 1986, a program that not only includes five SSS events, but also will allow members to compete in the YRA's ocean racing events.

The first SSS race of the year, the always-wacky Three Bridge Fiasco, was held as these very words were run off the printing press on January 25th, thus the results of this 21-miler will have to wait until next month. There were both singlehanded and doublehanded divisions for this race.

April 5 is the second race of the SSS season, the 55-mile Farallones Race. In the best of conditions this is an exhausting race; and if the ocean is rough, it can be a severe test of your strength, skill and stamina. You want to make sure you've got some practice singlehanded — and especially reefing your boat singlehanded — before you attempt this one. This is strictly a singlehanded race, although the Bay Area Multihull Association holds a Doublehanded Farallones Race a week later.

June 7th is the First-Timers Race, a relatively easy and delightful dash around the central part of the Bay. As the name indicates, this is an ideal occasion for singlehanders to get their feet wet. Singlehanded only.

June 14th is the Big Kahuna of west coast singlehanded, the 5th Bi-annual Singlehanded TransPac from San Francisco to Kauai. Most of the more than 100 men and women who have done this race claim it's been one of the high points of their life, something they'll remember to their grave. If you're interested in this race, the SSS offers seminars to help you get prepared. But time is short, so you'll have to act very quickly.

October 18 & 19th is the Vallejo One-Two, which is a singlehanded race up to Vallejo on Saturday and a doublehanded race back on Sunday. This is a relatively easy race, a good opportunity to ease yourself into shorthanded racing.

In addition, the Singlehanded Sailing

Society has also become a full member of the Yacht Racing Association of San Francisco Bay for 1986, which means SSS members will be allowed to join the YRA and race the full OYRA season. The OYRA season is divided into two parts, a five race spring series and a five race fall series. Most races are between 15 and 55 miles in length, all are out on the ocean. It's strongly recommended you tackle at least one singlehanded Bay race before you take on a ocean series if you're not an experienced ocean sailor.

While some sailors believe singlehanded to be a form of stupidity, others — ourselves included — have derived a great deal of pleasure from it. For one thing, singlehanded affords the unparalleled satisfaction from having done it all yourself. Secondly, there's the freedom to do whatever you wish without being second-guessed, and the freedom to push on at your own pace. And then are also the benefits of sailing without a full crew; you need not go through the hassles of 47,000 phone calls; you don't need catering service for the race; and, you won't have to worry about people not showing up.

Of course all is not tea and crumpets when you're singlehanded. For example, when it's time to change headsails, only you can do it. If you gotta reef, it's you who's gotta get the job done. And if you're without a windvane or autopilot, grabbing a sandwich or even relieving yourself can become major productions. And then there's fear; if you get scared out of your wits — well, you've got to look inward for solace.

In most athletic endeavors they say it's not whether you win or lose, but how you play the game. With singlehanded, it's a little bit different. The most important thing is not whether you win or lose, nor is it how you play the game. The most important thing is that you don't fall overboard. Safety first is the singlehanders motto, so please, be careful out there!

For further information on Singlehanded Sailing Society events, call Shama Kota at 332-5073 or Tony Smith at 454-2312 or



Peter Hogg at 332-5073.

12 Meter Gossip

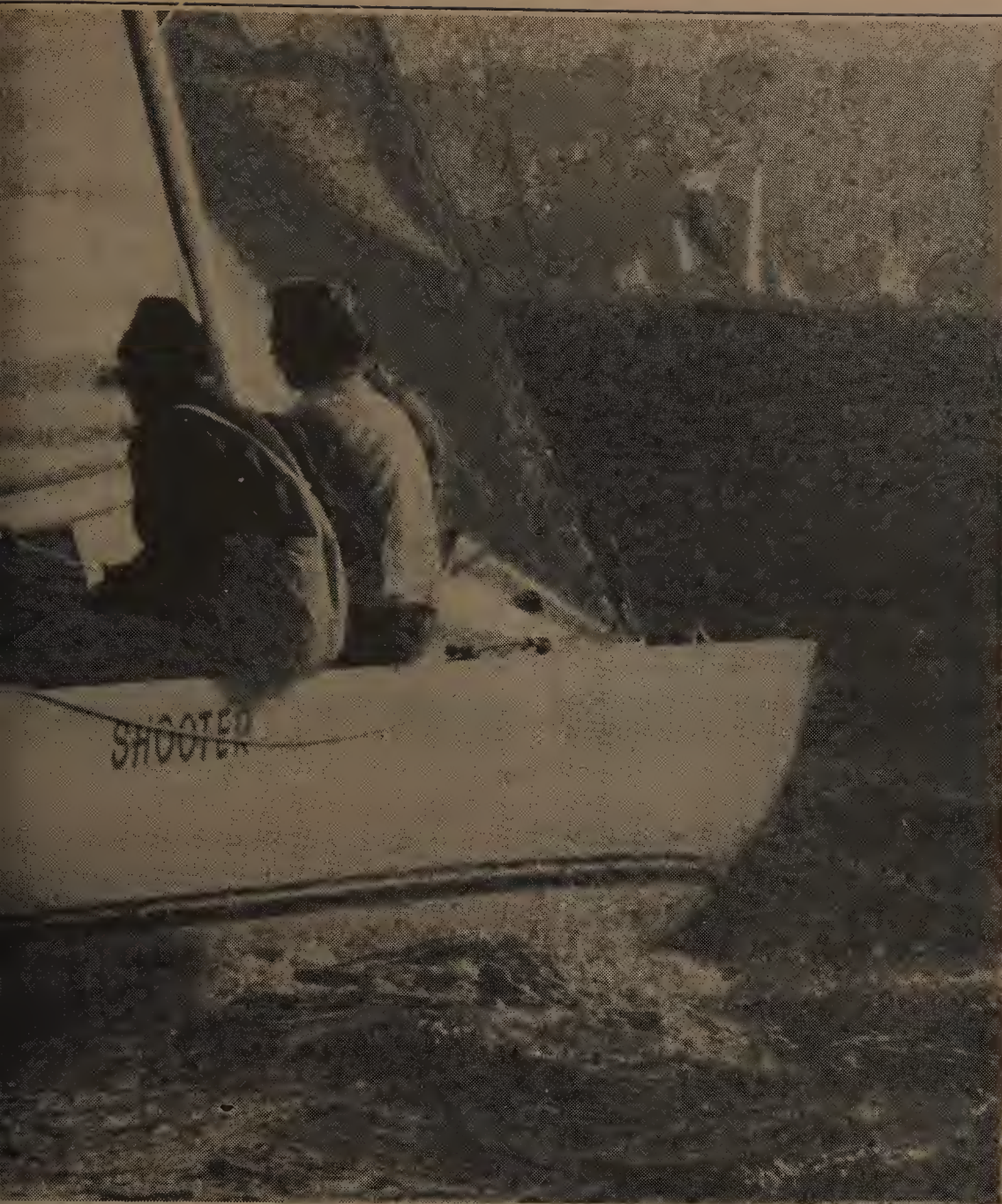
It's impossible for any one sane human to keep up with all the 12 Meter news, so we've given that job to a lunatic, a guy who calls himself 'Wing Keel'.

Wing reports that it's been a rocky few months for all the 12 Meter campaigns.

Take the New York YC effort. Unlike everybody else, they've got a lot of money. But they've also got what are reported to be two very slow boats. Wing reports that after squaring off in Perth for a six race series with Australia's low-rent entry, *Kookabura*, John Koliuss and crew were able to win four times. Wing says that the score sounds great, but those who read beyond the final score considered it a loss for the New Yorkers.

Speaking of Koliuss, who has been in, out, and back in with the New York YC challenge, the rumor is that he's about to depart again.

The scuttlebutt on the San Diego YC effort that's been training in Hawaii is that they've got some decent boats, but are quickly running low on the big fund of money they once



SHIMON

An Etchells 22 finds some rare winter wind. The class will hold its World Championships on the Bay this fall.

had. "The 12 Meter world," reports Wing, "is all abuzz over the possibility of a shotgun marriage between the San Diego and New York efforts." He thinks this would result in a very competitive campaign, but that the task of shuffling New York and San Diego administrative egos is beyond the talents of mere mortals.

A boat that's considered to be very fast is *Canada 1* which is already here in Santa Cruz and will soon be on San Francisco Bay going head to head with our Golden Gate Challenge's soon-to-be-named US 49. Late last year the Canadians whipped Buddy Melges and the Heart of America entry, the old *Clipper*, in a most convincing manner. They also did it in windy conditions with snow. Not cocaine type snow, but the kind that falls from the sky up north in the winter. If Melges and Jobson and crew recover from frostbite, Wing says they'll be here on San Francisco Bay to duke it out with *Canada 1* again and our guys.

Speaking of our local entry, Wing claims

he "penetrated" Golden Gate Challenge security and has seen the various tank tests on US 49 that's to be christened February 11 at the St. Francis YC (see *Sightings*). He's such a pathological liar, we don't know whether to believe him or not, but he says a guy wearing a white coat at the tank test facility said this: "If *Liberty* (the boat Conner lost the A-Cup in) is a 0 on the scale and *Australia II* (the boat John Bertrand and the Aussies used to take the Cup) was a 4.1, then the Golden Gate Challenge's new boat tested out at 10.0."

Very impressed, Wing asked how reliable such tank tests are. "For example," he asked the guy in the white coat, "would you bet your mortgage that it's faster than *Australia II*?" Wing says the guy thought for a couple of minutes and then said, "I rent, I don't have a mortgage." So we'll just have to see what happens here on the Bay in the next month or so, after the sail testing and speed tests have been underway for a while.

While on the subject of *Australia II*, Wing says those who know feel she's still as fast or faster than any 12 around — including *Australia III*. That winning syndicate had a

spot — actually it was more like an oil spill — of bad luck a while back when \$500,000 of their test and competition sails burned up. Then they went and dropped their replacement mast and damaged it; another \$80,000 out the door.

The Yale Corinthian boat got down to Australia and did a little sailing, says Wing, but only very little. After just a few days they cracked their mast, which was a very unfortunate thing, because they didn't have a spare. A few dollars and a few weeks later they're back in business — and said to be considering dropping out if they don't do well in this month's 12 Meter Worlds.

Bad luck has not been limited to boats Down Under. Wing — and he better not be lying about this one — says the Newport Harbor syndicate pulled a major boo-boo when they made a modification on *Magic* but did not have it certified by a Lloyd's man. Wing says the result is that *Magic* is now a 12.5 Meter and will remain that way until about \$50,000 is coughed up to tear the boat apart again.

Can you readers believe all this stuff Wing's telling us? We're not sure we can, so don't be surprised if he's gone next month.

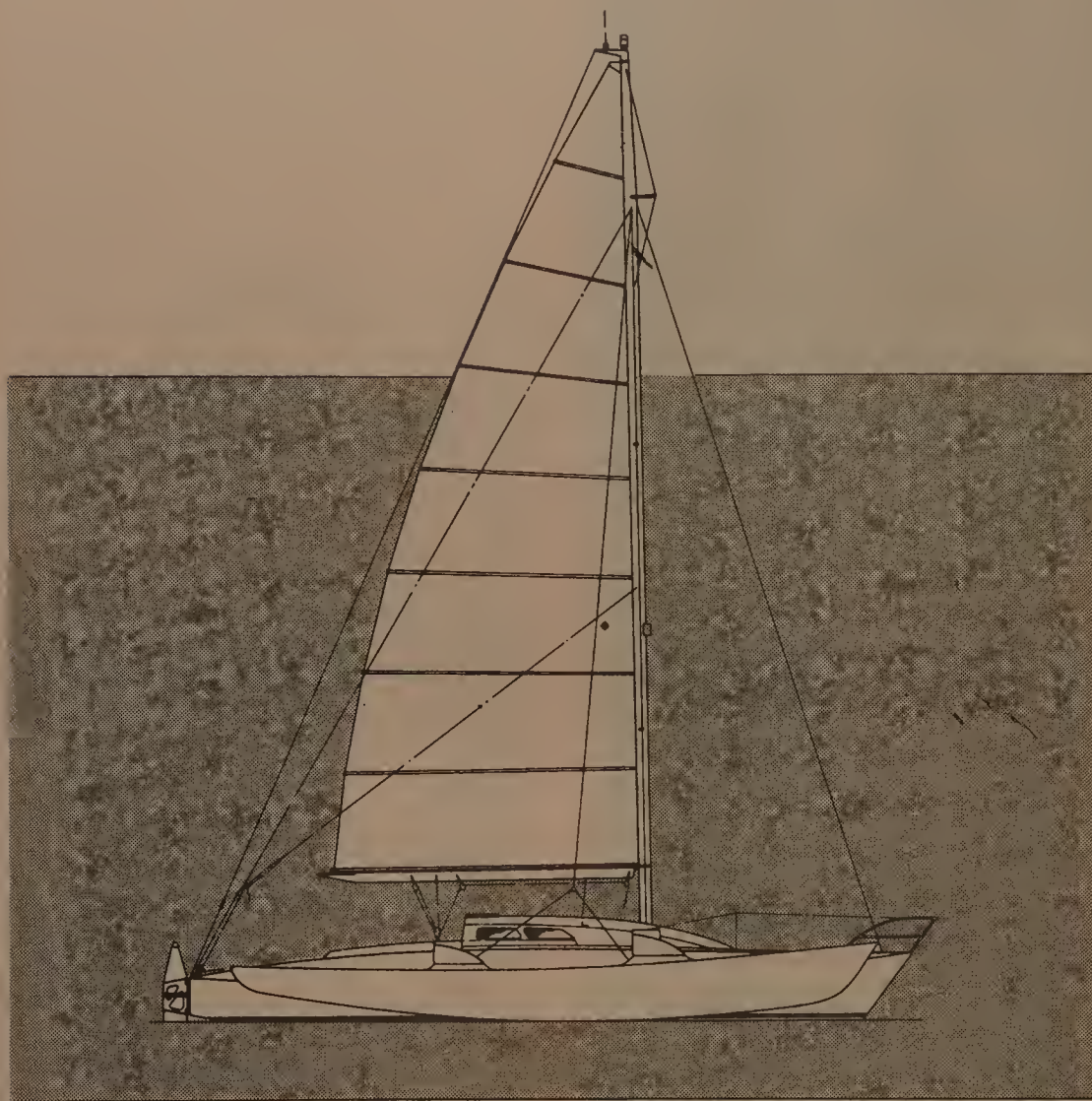
— latitude 38

The BOC: Around Alone

By the time entries for the 1986-87 BOC Singlehanded Round the World Race closed January 1, 56 sailors from 11 countries had signed up. That's quite a difference from the 17 boats that started the first BOC four years ago, although attrition from the ranks could be high by race time. More than half the entered boats aren't even built yet and many of the entrants are having a hard time finding sponsorship.

Part of the deal with so many boats being built is the new rule requiring all yachts to have watertight bulkheads to provide flotation in emergencies. Also, there will be no handicaps. If you want to win, you gotta get there first. That means no more entries like Dick McBride's steel schooner in BOC #1. High tech is the name of the game this go-around and as long as it has just one hull and it's between 40 and 60 feet, anything goes. As a result, we got winged keels, wing masts, bulb keels, and elliptical keels. We got glass boats, wood boats, metal boats, composite

THE RACING



boats and a few already built boats in various stages of reconstruction and modification. All are a-building like mad.

They'll be sailed by owners as diverse as they are. A cowboy, a dentist and an ex-motorcycle test rider are among the entrants. A handful are veterans of the first race, including 1982-83 winner Phillipe Jeantot of France, and countryman Jacques de Roux, who was plucked from his sinking yacht by a competitor in the first race. Both will race new boats if they're done in time.

Twenty-one of the 56 are Americans. Southern California designer Eva-Marie Hollman has drawn the lines for 59-ft, 11-in yachts for a couple of them: BOC veteran Dan Byrne and George Kolesnikov. Both Byrne's *Spirit of Los Angeles* and Kolesnikov's *Great American* are state of the art boats designed to stay afloat even if holed or swamped.

Elsewhere, Tony Lush, who also lost a yacht in the first race, plans to tick off the miles of this one aboard a Rod (J/24) Johnstone J/60. Louisianan Luis Tonizzo has his 60-ft Nelson/Marek design coming out of a Rhode Island yard. Dick Cross' beautiful cold molded, 46-ft Art Paine cutter *Air Force* is due to launch this spring. New Jersey's Floyd Romack is having his modified Falmouth 45 built in England. On

The Condor 40 — will it be the first multihull to complete a non-stop circumnavigation?

the small end of the scale, Charles Kite of Santa Monica is modifying a Bill Lee 40-footer for the race. At 12 years, it's also one of the oldest boats entered.

Other entries of interest are veteran cruiser/writer Hal Roth, who expects construction on his Rodger Martin 50-ft cutter to begin soon, and Bill Biewenga. The masochist of the group, Biewenga is currently getting in a little practice aboard *Drum England* on the Whitbread 'Round the World Race. That will be over sometime in May, which will give him about a three-month respite before he jumps on the Hunter 60 *Thursday's Child* to spend another seven months — this time alone — at sea.

To qualify for this four-leg, 27,000-mile race, each entrant must complete a 2,000-mile qualifying cruise. Among the first to check that little jaunt off the list are Newport's (California) Harvey Bärger on his Tom Wylie 60-footer, *Lightspeed*; and Guy Bernadin on his Joubert/Nivelt 60, *Biscuits Lu*. Bernadin, a Frenchman now living in Newport (Rhode Island) is another one of the original magnificent 17.

There are too many more to list here. With so many boats building or yet to be built,

even yet to find sponsorship, it remains to be seen how many entrants will actually show up for the August 30 start off Newport, Rhode Island. We'll keep you updated as we get more information.

BOC Update

What do you know, we have an update already. Forget everything we said about Eva Hollman building a boat for George Kolesnikovs. He dropped out of the BOC program a few weeks ago. Oh, he's still racing around the world singlehanded, just not in the BOC.

And not on a keelboat.

What George has done is create the Singlehanded Multihull Around-the-World Race and enter himself as the first participant.

The course is the model of simplicity: Depart Los Angeles August 30, leave the three main capes of Horn, Good Hope and Leeuwin to port, and return to Los Angeles. You may have noticed there is no mention of any stops on the way; that is not a mistake. Entrants are encouraged to go non-stop, as Kolesnikovs intends to do, or stop as often as they'd like.

Incidentally, there have been no non-stop circumnavigations in a multihull to date. The current non-stop circumnavigation record is 286 days, set by Pleun Van Der Lugt of Holland with a 35-ft ferrocement boat.

Yachts planning to enter the Multihull Challenge must have more than one hull and be between 40 and 60 feet in length. There will be other rules and requirements, but they will be held to a minimum.

Commercial sponsors are allowed and encouraged. Entry fee is \$1,000 for unsponsored entries and \$3,000 for sponsored entries. The entry deadline is April 1, at which time a \$250 deposit must be put up. Fees must be paid in full by July 1.

Kolesnikovs' new *Great American* will be a Condor 40 trimaran. We wish him and the race the best of luck.

If you'd like further entry information, call (714) 675-0132. Michael Kane, did you get that number?

Master Mariners

It was a bust for wind, but otherwise the Master Mariners First Annual Kick-Off Fun Race on January 1 "was a big success," says



'Mesmerize' executing the 'Custer maneuver'.



... sit there while all the Indians in the world ride right down on you.

Diane Brendan. Eighteen old woodies gathered off Aquatic Park for the start. The Brendans on *Freda* and Lance Shoenberger on *Orn* got the early gun and started for Alcatraz, the first mark, in light wind. "It soon became apparent that the 2-knot flood was stronger than the apparent wind," says Brendan. They did the only logical thing: they both started their engines and commenced a water balloon/food fight.

Seeing the two old gaffers moving so well and so close together made the other boats think they were witnessing one of the great tacking duels of the decade. It also made them think there was wind out there. "We looked back to see everybody putting up everything but the dishcloths," says Brendan. "But by that time there was no wind and we watched them all start drifting stern-first toward the ferry building."

Freda was the first motor-in finisher, followed by the schooner *Nightwatcher*, Tom List's *Polaris* and the rest of the fleet. About 75 folks showed up for the Chili feed/awards dinner held at the Sea Scout base. Each participant brought an award to be presented to the boat that finished in front of him. Since there were no winners, the Mariners just exchanged awards with whoever they wanted. Prizes included traditional things like bottles of champagne, as well as more imaginative ones, like the stuffed kitchen glove with a ratty old sailing glove on and only the middle finger erect.

The next event for the organization of pre-1940-designed boats is their annual winter meeting in March. The next race is the colorful Master Mariners Regatta slated this year for May 25.

Applications in Real Life

Sailboat racing is good for us, because it shows us we have to learn to be ready for the unexpected.

Look at the accompanying two photos of *Mesmerize* to get an idea of what we mean. They'd been chugging along just fine under spinnaker during a Metro Mid-Winter race until it came time to drop the chute at the mark. Everything went fine there, too, except that they hooked a line on the mark itself.

The only way they could get free was to turn back and go the other way — right into the rest of the fleet that was bearing down on them. Oh what a mess! We were glad that someone other than ourselves was in a pickle for once, for we have no idea what boat has what rights when you're hung up on a mark. Do you?

Super Sailing Seminar for Women

If you're a woman with a genuine interest in sailboat racing, give some thought to attending the United States Yacht Racing Union's third Women's Offshore Clinic/Race Series. The dates are April 6-11 and the place is the California YC in Marina del Rey.

The clinic/race series will include five days of top instruction and six offshore races in 30-foot boats. Areas of instruction will include sail trim, crew organization, racing tactics, steering and the racing rules. In addition a North U. "Fast Course" will be coordinated with the clinic/series.

Directing the program again will be Anne Gardner Nelson, who not only won a silver medal in the 1984 Olympics, but was the

skipper of all-female SORC campaigns in 1981 and 1982. Nelson will be assisted by Jody Brightman of Santa Monica, Marney Buchanan of Newport Beach, Cheryl Mahaffey of Playa del Rey and Sue Schneible of Los Angeles.

The list of guest speakers for the program is outstanding. It includes Rod Davis, Olympic Gold Medalist and skipper of the *Eagle America's Cup* challenge; Lowell North, whose list of achievements is as long as the coast; sailmaker Dave Ullman who is a three-time 470 champion and J-24 ace Steve Grillon.

"Participation in this clinic has increased each year," said Gardner Nelson. "It's a lot of hard work but also a great way to improve offshore racing skills in a short time."

A Northern California woman who attended the clinic/series gave it excellent marks.

The registration fee for the clinic is \$325 plus a \$100 refundable security deposit. The North U "Fast Course" is also available at a reduced rate of \$45. Lunches and three dinners are included in the registration fee.

The deadline to sign up is March 14. Participants have to be members of the USYRU and will be selected on the basis of sailing experience and the order in which the applications are received.

Betsy Sherman Walker has all the details at the USYRU office, Box 209, Newport, Rhode Island 02840. A completely up to date operation, the USYRU also has a telephone: (401) 849-5200.

Australian/American Challenge

It's tempting to correlate the

THE RACING

Australian/American Challenge with the next America's Cup. It's a best-of-seven match race between two meter boats; it's raced every three years; it is being contested in Australia; and the Americans have never lost. (Well, two out of three ain't bad.)

Six Meters also look a lot like little 12-Meters, but from there on out, it's really apples and oranges. Or at least Washington Apples versus green Pippins. The A/A Challenge is off Sydney, which is quite removed from Perth; neither the challenger nor defender have winged keels; and, despite the name, the challenger this year is Swedish.

The Six Meter Nationals held here on the Bay in mid-November determined the American defender. Helmsman Tom Blackaller and the crew of *St. Francis IX*,



JANUARY MIDWINTERS

SAUSALITO CRUISING CLUB

About 65 skippers were recovered enough from New Years hangovers (and sick enough of football) to show up for the third Sausalito Cruising Club midwinters. As with most of the others, they were greeted with light winds, no more than 15 out of the North and Northwest. The Cruising Club uses the Little Harding, Yellow Bluff, Blossom triangle for its midwinter races.

Columbia Challenger — 1) *Libertine*, Wayne Nygren (no club); 2) *Bozos On Parade*, Mike Oilman, SCC; 3) *Shay*, Rich Stuart, SCC.

Golden Gate — 1) *Pajarita*, Robert MacDonald, Bay View Boat Club; 2) *Fledgling*, Mike Bonner/Jim Geagan, (no club); 3) *Kuulpo*, Chris Craft, (no club).

Triton — 1) *Skye Mist*, Paul Brent, CYC; 2) *Windswept*, Jim Bartlett, SYC; 3) *Whisper*, Ken Schoop, SCC.

Division 1 — 1) *Popeye*, Moore 24, Sally Hess, (no club); 2) *Sangvind*, Farr 48, Jerry Jensen, MYCO; 3) *Ruckus*, Newport 30 MkII, Paul Von Wiedenfeld, Presidio YC.

Division 2 — 1) *Huffin*, Cal 2-27, Jerry Olsen; 2) *Twisted*, Ranger 23, Don Weineke, SYC; 3) *Gabiano*, Islander 28, Chuck Kolosky, SCC.

Division 3 — 1) *Gusty Santana* 22, Mike Bykoff, RYC; 2) *Caerthen*, C&C 35, John Lassen (no club); 3) *Ciboia*, Coronado 25, Pat Broderick, IYC.

Division 4 — 1) *Flying Cloud*, Arlel, Dave Hendrickson, (no club); 2) *Caliban*, Cal 20, Dave Green, Bay View Boat Club; 3) *Rolling Stone*, Catalina 27, Rebecca Danskin, Diablo YC.

METROPOLITAN YC

Blow verily ye fickle winds of winter. Or don't blow. See if I care.

— William Shakes Beer.

Same old story on the breeze, or more accurately the absence of it for MYCO's January 11 and 12 races. When it blew, it was light out of the North and Northwest. When it didn't it was out of all directions. (Figure that one out.) The now-you-see-it, now-you-don't nature of the wind made for the same kind of finish on Sunday as racers the next week had in the Corinthian regatta. Everybody piled up at the finish line like keystone cops all trying to get through the door at the same time. The race committee tried valiantly to keep everything in order, but finally gave up and gave everybody the same time. What the heck, this isn't the Admiral's Cup. Once again, these are provisional standings. Placings could change pending the outcome of protests.

Saturday 1/11

Division A — 1) *Fad*, Olson 29, George Olsen; 2) *Kitty Hawk*, Sonoma 30, Rhonda Fleming; 3) *Sparky*, Custom, Bill McCluen.

Division B — 1) *Bella Donna*, Burns 27, Dan Woolery; 3) *Magic*, Wylie 34, Gregory/Krag; 3) *Bad Bunny*, Wylie Wabbitt, Colin Moore.

Division C — 1) *High Frequency*, Wavelength, Merle/Belt; 2) *Paradigm Lost*, Olson 25, Andreas Hegedus; 3) *Zoti*, Choate 27, Bob Hrubes.

Division D — 1) *Feyja*, Catalina 27, Ray Nelson; 2) *Double Espresso*, Catalina 27, Alex Fisenko; 3) *Advantage*, Santana 23, Pat Benedict.

Division E — 1) *Slow Dancer*, San Juan 24, Dennis Beckley; 2) *Latin Lass*, Catalina 27, Bill Chapman.

Division F — 1) *Chocolate Ship*, Newport 20, Bob Halem; 2) *Two Bits*, Cal quarter-ton, Ray and Marcine Osborn; 3) *Hawk*, Alberg 30, Wren Collins.

Olson 30 — 1) *St. Anne*, Richard Heckman; 2) *Zephyros*, Dave and Ann Oliver; 3) *Vorticity*, Jeff Gething.

Express 27 — 1) *Trimmer*, Dave Hodges; 2) *New Wave*, Blackett/Murphy/Weir; 3) (no name), John Stearns.

Santa Cruz 27 — 1) *Bloody Mary*, Franz Klitz; 2) (no name), Dave Peddy; 3) *Variety Show*, Bob Schuyler.

J/24 — 1) *PT 73*, Peter Young; 2) *American Beauty*, Ray Delrich; 3) *Phantom*, John Gulliford.

Merit 25 — 1) *Chesapeake*, Jim Fair; 2) *Xanadu*, Bill Glass; 3) *Redline*, Jerry McNutt.

Newport 30 — 1) *Achates*, Bob Schock/Bill Schultz; 2) *Harry*, Dick Aronoff; 3) *Topgallant*, Frank Hinman.

Catalina 30 — 1) *Mona Too*, Dave Halaby; 2) *Revision*, Dave Jacoby; 3) *Fat Cat*, Seth Bailey.

Catalina 2-27 — 1) *Sundance II*, Leigh Bright; 2) *Con Carino*, Gary Albright; 3) *Wanika*, Steve Wilson.

Ranger 23 — 1) *Twisted*, Don Wieneke; 2) *Snow Storm*, George Morris; 3) *Smokey*, John Nelson.



LATITUDE 38/RICHARD

Hank Stuart, Ken Keefe, Craig Healy and Scott Easom won that series. With the exception of Keefe who is busy with the Golden Gate syndicate, the same crew is racing the A/A Challenge. Tom Ducharme takes Ken's place in Australia.

As we go to press, *St. Francis IX* has won the first race on January 20 over Pelle Peterson's *Irene*. Earlier, designer/builder Peterson narrowly beat out the Australian boat *Pacific Coast Highway* in the eliminations. In the last challenge, held here on the Bay in 1982, *Highway* beat the St. Francis sailors in one race. For the '86 showdown, Ben Lexcen — yes, that Ben Lexcen — worked *Highway* over, infusing her with the "latest technology," including a winged keel, that he used in the design of *Australia II* and *Australia III*. The changes were not enough

RACE RESULTS

Sunday, 1/12

Division 1 — 1) *Smokin' J II*, J/29, Peter Szasz; 2) *Fad Olson 29*, George Olsen; 3) *Los Lobos*, J/29, Steve and Nick Podell.

Division 2 — 1) *New Wave*, Express 27, Carl Schumacher; 2) *Blazin' J*, J/27, Don Trask; 3) *Frog In French*, Express 27, Kame Richards.

Division 3 — 1) *Loose*, custom, Jerry Fisher; 2) *Wanderlust*, Ericson 35, Bruce Munro; 3) *Flyer*, Peterson 33, Dennis Robbins.

Division 4 — 1) *Magic Jammies*, Wavelength, Witcher/Rau; 2) *Capriccioso*, Capo 26, Dave Nemzek; 3) *Yankee Doodle*, Yankee one design, Brian O'Donoghue.

Division 5 — 1) *Chesapeake*, Merit 25, Jim Fair; 2) *Peppermint Patty*, Merit 25, Dennis Fritts; 3) *D'Merit*, Merit 25, John Walker.

Division 6 — 1) *Catch 22*, J/22, Jerry Blok; 2) *20/20*, Cal 29, Phil Gardner; 3) *Boog-A-Lo*, Cal 29, Andrews/Rogers.

Division 7 — 1) *Temptation*, Cal 2-27, Rollye Wiskerson; 2) *Honcho II*, Santana 27, Paul Rosenthal; 3) *American Pie*, Sabre, Jack Hammer.

Division 8 — 1) *Jubilee*, Ariel, Don Morrison; 2) *Zoom*, Kiwi, Joshua Orkin; 3) *Mintaka*, Triton, Jerry Brown.

Santana 35 — 1) *Northern Light*, Wayne Moscow; 2) *Silhouette*, Wayne Walker; 3) *Dream Machine*, John Aitken.

Islander 36 — 1) *Prima Donna*, Eric Wagner; 2) *Tom Cat*, Allan Sebastiani; 3) *Grumpy Dog*, Cyndy Hassenbruch.

Wylie Wabbit — 1) *F3Bad Bunny*, Colin Moore; 2) *Mr. McGregor*, Kim Desenberg; 3) *Willow*, Gene Groen.

Moore 24 — 1) *Tinsley Maru*, Bruce Hayes; 2) *Popeye*, John Kelly; 3) *Volatile Agent*, Joe Durrett.

Olson 25 — 1) *Fastlane*, Norm Williams; 2) *Valkyrie*, Dick Duoos; 3) *Pearl*, Bill Riley.

Islander 30 — 1) *Antares*, Larry Telford; 2) *Blanca*, Bruce Wallace; 3) *Killindin II*, D.D. Drummond.

Santana 22 — 1) *US*, Samuels/Barksdale; 2) *Gust Buster*, John Orfali; 3) *Bantana*, Paul Banta.

CORINTHIAN YC

Last year, the Corinthian YC tried something a little different in the way of mid-winter racing. Instead of a cumulative series, they held two independent weekend regattas. Each regatta weekend featured one race a day with a dinner/party Saturday night. The arrangement was well received by the 120 boats that participated in 1985, so CYC decided to do it again.

Word of the races has apparently made the rounds. This year, 160 boats raced the first weekend, held January 18 and 19, and Corinthian chefs fed about 325 hungry sailors on Saturday night. Even more boats are expected for the February 15 and 16 weekend. With numbers like that, it's a good bet the CYC regattas are here to stay.

Light winds predominated for the January 18/19 event, and races were drifters for the most part, with boats spread all over the Bay

looking for wind. Sunday, a big hole at 6 gobbled up everybody, and when the wind finally filled in, everybody converged on the finish line in unison, ending up in the same logjam they did in the MYCO race the week before. The race committee scribbled furiously, finishing 100 boats in 20 minutes. Due to severe writer's cramp and temporary insanity from the near constant blast of the finishing horn, the following results are preliminary.

Cal 20 — 1) *Tension II*, John Nooteboom; 2) *Minnehaha*, Nancy Palmer; 3) *Gayne*, Mike Kramer.

Etchells 22 — 1) *Ultra Violet*, Don Jesberg; 2) *No Name*, Massey/Kostecki/Billingham; 3) *Goo*, Easom/Mohn.

Express 27 — 1) *Summer Palace*, Ken Shepherd; 2) *Friday*, John Liebenberg; 3) *UXB*, Pat Strange.

Islander 28 — 1) *Sagitta*, Fred Conta; 2) *Shanghai*, Ken Jesmore; 3) *Balzaphire*, George Horsfall.

IOD — 1) *Accounts Payable*, Mark Pearce; 2) *Harem*, Noel Markley; 3) *Quickstep II*, George Degnan.

J/24 — 1) *Fineline*, Bialla/Shelton; 2) *Goldflocks*, George Peck; 3) *Jimnall*, Jim Garrett.

Knarr — 1) *Peer Gynt*, Kjell Skarr; 2) *Wynnship*, Wynn Oliver; 3) *Gannet*, Bob Thalman.

Olson 25 — 1) *Insouciance*, Mike McGrath; 2) *Honey's Money*, Bob Evans; 3) *Alchemy*, Joe Kitterman.

Continued on next page.

THE RACING

to beat the Swede, although the two boats did go the full seven elimination races to decide.

Even without winged keels, the outcome of the 1985-86 Australian/American Challenge is hardly a foregone conclusion. In fact, it may be one of the closest matches ever. Pelle Peterson designed and built both *Irene* and *St. Francis IX*, and has won the Six Meter worlds twice and the Star Worlds once. Blackaller, among other things, has won the Six Meter Worlds once and the Star Worlds twice. Stay tuned.

Southern Cross Series

The Southern Cross Series ran from December 13 through December 29. The Series consists of three Olympic Races, one Intermediate and the Sydney-Hobart. Michael Ure of Hood Sails in Auckland described the winds as generally heavy, although the Sydney-Hobart racers finished in light air. He also made the comment that "you can't win these series without a minimum rating one tonner." Thirty-six boats raced the full series. Provisional top finishers (protest hearings will delay final

results until February 10) are: 1) *Mad Max*, Laurie/Davidson One-Ton, Chris Beckett, New Zealand; 2) *Highland Fling*, Farr One-Ton, Irving Laidlaw, Hong Kong (raced as part of British team); 3) *Exador*, Farr One-Ton, Mike Clark, New Zealand.

It's interesting to note that this is one more feather in the cap for *Exador*. The boat got 9th in the last Southern Cross, 3rd in Clipper Cup, 3rd in One-Ton Championships and 8th in the Admirals Cup.

Since the pending protests are for the Sydney-Hobart, no winner has been an-

MIDWINTERS — CONT'D

CYC — CONT.

Oison 25 — 1) *Insouciance*, Mike McGrath; 2) *Honey's Money*, Bob Evans; 3) *Alchemy*, Joe Kitterman.

Oison 30 — 1) *Kabala*, Jay Bennett; 2) *Think Fast!*, Al Holt; 3) *Suommu*, Bradshaw/Ballard.

Multihulls — 1) *Sundowner*, Joe Theriault; 2) *Defiance*, W.F. Maudru; 3) *Talnu*, Peter Hogg.

Ranger 26 — 1) *Velero Linda*, Dick Lingelser; 2) *Windfall*, Roy Kinney; 3) *Phoenix*, Vogelel/Price.

Santana 22 — 1) *Jowen*, Robert Ward; 2) *Dupper*, Joe Schmidt; 3) *Jofrid*, John Iding.

Venture — 1) *Second Wind*, Vernon and Margaret Huffer; 2) *Fine-A-Lee*, G. Mauersberger; 3) *Skateboard*, John Hughes.

PHRF I — 1) *Bird*, David Poole; 2) *Coyote*, Beneteau 1-ton, Irv Loube; 3) *Tsunami*, Castro 40, John Cains.

PHRF II — 1) *Wild Goose*, Nordic 40, Jim and Sue Corenman; 2) *Amended Potsticker*, J/29, Bruce Hayes; 3) *American Eagle*, Santana 35, Tom Otter.

PHRF III — 1) *Heatwave*, Wavelength, Mike Whalen; 2) *Roquefort*, Newport 30, Bob Marshall; 3) *Rainbow*, Ericson 35, Craig Brown.

PHRF IV — 1) *Honcho II*, Santana 27, Paul Rosenthal; 2) *Fury*, quarter-ton, Lou Woodrum; 3) *Sundance*, Cal 2-27, Leigh Brite.

PHRF V — 1) *Seebar*, Electra, Dennis Brewer; 2) *Swampy*, Peter Esser; 3) *Merlin*, Excalibur, Suzanne Connolly.

PHRF Non Spinnaker — 1) *Migration*, Charles Herman; 2) *Zephyr*, Bruce Nesbit; 3) *Flying Cloud*, Ariel, Henderson/Horning.

PHRF UL — 1) *Grand Jete*, Sovereil 33, Bill Patri; 2) *Kitty Hawk*, Sonoma 30, Rhonda Fleming; 3) *F.A.D.*, Bob White.

GOLDEN GATE YC

We'd sure like to say conditions were different for this race than for about all the other midwinters in January. The first month of the year was a consistent lightweight in the wind department, though, and this race was



nounced for that 630-mile marathon. We can tell you that 181 yachts competed, though, and that *Sagacious* wound up second and *Once More Dear Friends* was third. The record for the Sydney-Hobart, set by Jim Kilroy's *Kialoa III*, is two days, 14 hours, 36 minutes; an average of 10 knots.

Whitbread 'Round the World — Chapter II

In New Zealand early last month, about

10,000 faithful were on hand to greet the Whitbread leaders when they pulled into Auckland at 1 a.m. Imagine how many Bay Area residents would appear at that hour and you'll know one of the reasons the Whitbread racers don't stop in the States. The Kiwi faithful were in for a treat, too. After 7,100 miles, *Atlantic Privateer* and local favorite *NZI Enterprise* finished within seven minutes of each other! The third boat in, *UBS Switzerland*, was less than two hours behind them. The first four boats (*Drum* was fourth) finished within 16 hours of one

another.

But the drama was hardly over. By 4:30, the crowd had swelled by 10,000 to see if the other hometown favorite, *Lion New Zealand*, could pull a second on corrected time out of the hat. With only half a rudder remaining after a collision with a whale, skipper Peter Blake reports that the 78-ft Holland design was "frequently out of control". Two blown-out spinnakers were sacrificed to the wind gods; simply thrown overboard as replacements were set and *Lion* charged for home. Then off Tiri, during

THE REAL MIDWINTER RACE 'THE SUN ALWAYS SHINES AT SAMS.'



GGYC — CONT.

no exception. Then again, a light wind race is better than one cancelled because of inclement weather, as was GGYC's December gathering. The cloud cover kept the temperature nice, even if it did keep everyone a bit on the soggy side.

Catalina 38 — 1) Park Place, Mike Robinson; 2) Nob Hill, Dave Cameron; 3) Rum Tum Tugger, Bob Campbell.

Express 37 — 1) Sleeper, Tom Gettman; 2) Request, Glenn Isaacson; 3) Foghead, Chris Corlett.

Knarr — 1) Peer Gynt, Kjell Skarr; 2) St. Bertam II, Gunnar Anderson; 3) Windy II, Eric Johnson.

IOR Division — 1) Bladerunner, Reichel/Pugh 48, Bill Twist; 2) Coyote, Beneteau 1-ton, Irv Loube; 3) Clockwork, Nelson/Marek 41, Pingree/Otterson.

1240 Division — 1) Still Smokin', J/35, Steve Jepsen; 2) Maryjane, Luffe 44, Lon Price; 3) Tango, Moore 30, Rodrigo Leon.

1250 Division — 1) Svendie, custom, Sven Svendsen; 2) Grand Jete, Sovereign 33, Bill Patry; 3) Lady Jane, Baltic 38, Brian and Jill Humphries.

1300 Division — 1) Hot Flash, Santa Cruz 27, Bren Meyer; 2) Maybe, J/29, John Williams; 3) Wave Runner, Tartan Ten, Ed Campbell.

1305 Division — 1) Bad Bunny, Wylie Wabbit, Colin Moore; 2) Sonata, Lapworth 39, Lockwood/Weaver; 3) Surprise, Hunter 34, John Rolien.

1310 Division — 1) Magic Jammies, Wavelength 24, Wichter/Rau; 2) Runnin' Sweet, J/24, Darrel Louis; 3) Whitecap, IOD, Tom Allan.

1315 Division — 1) Class Action, Catalina 30, Dean Dietrich; 2) Mona Too, Catalina 30, Dave Halaby; 3) Temerity, Catalina 30, John Mellen.

1320 Division — 1) Suzi, Davidson quarter-ton, Rod Eldridge; 2) Sundance II, Cal 2-27, Leigh Britte; 3) Three Sheets, Sprinta Sport, Tony Soter.

1330 Division — 1) Balzaphire, Islander 28, George Horsfall; 2) Latin Lass, Catalina 27, Bill Chapman; 3) Constellation, Islander Bahama, Super/Lincoln.

THE RACING

a spinnaker change just 14 miles from the finish, *Lion* took a severe knockdown.

"We had the new spinnaker up and the old one on the way down and we had problems," said Blake. "We cut the halyard of the old kite to dump it, but the halyard tail snaked back and whipped around Grant (Grant Dalton, the watch captain) and, as the spinnaker dragged in the ocean astern, tried to drag him off the boat." Bashed and beaten against cockpit gear as he was dragged aft, Dalton managed to hold on until crewmen cut him free. Unfortunately, all the drama was for naught. After sacrificing \$40,000 worth of spinnakers and nearly one crewmember, *Lion* finished 64 seconds short of her time. Disappointed crewmen reassessed their blessings the next day when the other half of the rudder simply fell off as she moved from one dock to another.

Festivities at dockside continued as the

midnight, January 8, the French boat also failed to save her time. She ended up second on corrected time for both the second leg and overall.

Besides Dalton, the only other injury reported was on *SAS Baia Viking* where one of the women crew injured a hand in a winching mishap. Probably the most uncomfortable crew overall was that of *Rucanor Tri Star*. They reported no central heating and having to change from one set of wet clothes to another. The crew that had the least time to think about their discomfort was easily the one on *Equity and Law*. The Dutch entry reported extreme stability problems going downwind, many broaches and "Chinese jibes." The sailmaker, they said, was kept very busy.

Overall, the first five placers are: 1) *Phillips Innovator*, Div. C, Holland; 2) *L'Esprit D'Equipe*, Div. C, France; 3) *Fazer Finland*,



MANZANILLO RACE ENTRANTS

<i>Morningstar</i>	Express 37	Larry Doane	St.FYC
<i>Escape</i>	Express 37	Steve Dillbeck, Jerry King	St.FYC
<i>Encore</i>	Custom 39	Richard Knoth	San Diego YC
<i>Silveradd</i>	Peterson 39	Cliff Thompson	San Diego YC
<i>Apparition</i>	SC 40	Wm. Allen, Jr., John Wintersteen	Pacific Mariners YC
<i>Typhoon</i>	Olson 40	John Olsen	Long Beach YC
<i>Notorious</i>	Olson 40	Scott Pine	Santa Cruz YC
<i>Prima</i>	Olson 40	Fred Kirschner	Coronado YC
<i>Auspicious</i>	Choate 41	Rob Batchner	Santa Clara Race Assn
<i>Toboggan</i>	Swan 42	Paul Queyrel	Voyagers YC
<i>Eclipse</i>	N/M 43	Bill Bannasch, Les Croutch	SDYC
<i>Nalu</i>	Swan 44	Peter Grant	Newport Harbor YC
<i>Travieso</i>	N/M 44	Ron Kuntz	Oceanside YC
<i>Allure</i>	SC 50	C. Jacobsen	Monterey Penln. YC
<i>Upbeat</i>	SC 50	Chris Sellars	King Harbor YC
<i>Ms. Blu</i>	Swan 51	Harry Thomasen	Balboa YC
<i>Tomahawk</i>	Frers 51	John Arnes	Balboa YC
<i>Jubilation</i>	Frers 54	Jack James	SBYC
<i>Lone Star</i>	N/M 55	Burton Benjamin	Southwestern YC
<i>Magic</i>	Holamn 61	Jim Hoskinson	SBYRC
<i>Ragtime</i>	Spencer 62	Pat Farrah	Long Beach YC
<i>Prima</i>	N/M 66	Dr. Fred Frye, Terry Lingdenfelder	SDYC
<i>Chetah</i>	Peterson 66	Richard Pennington	Long Beach YC
<i>Saga</i>	N/M 68	Doug Baker, George Writer	Long Beach YC
<i>Katmandu</i>	SC 70	John Landon	SDYC
<i>Miramar</i>	Lindblom 78	John Scripps	SDYC
<i>Sorcery</i>	Mull 82	Jake Wood	California YC

rest of the fleet began arriving. Another large crowd was out the next night to wait for *L'Esprit D'Equip*. The 58-ft Division C boat had made good time all day and was expected to win the leg on corrected time. The winds lightened as the yacht neared land, however and, crossing the line just before

Div. C, Finland; 4) *UBS Switzerland*, Div. A, Switzerland; 5) *Lion New Zealand*, Div. A, New Zealand. About three weeks of corrected time stands in between first and last place boat, *SAS Baia Viking*. The start of the third leg to Punte Del Este, Uruguay, is on February 15.

The Manzanillo Race

The entry deadline for the San Diego YC's San Diego to Manzanillo Race has passed, and it looks like a somewhat smaller fleet than was anticipated — 27 boats — will cross the starting line February 8th.

The most disappointing no-show will be the host club's *Swiftsure III*, a Nelson/Marek 68 owned by Nicholas Frazee. *Swiftsure III* has had a superb race record, including taking line honors, class honors, and fleet honors in the last Manzanillo Race. She also was first-to-finish in the 1985 TransPac. The ultralight had been entered in the race but Frazee had to cancel because of business commitments. He tried to find a charter for the boat, but was unsuccessful. *Blondie*, the Santa Cruz 70 that has sort of become *Swiftsure III*'s rival, does not have a charter either, and will not be racing.

Nonetheless the Santa Cruz 70 — Nelson/Marek 68 battle of the ultralight maxi's will be continued in the 1,100-mile race, as John Landon's SC 70 *Katmandu* will square off against Nelson/Marek 68's *Prima* and *Saga*. Fred Frye and Terry Lingdenfelder of the San Diego YC have chartered *Prima* while Doug Baker and George Writer of the Long Beach YC have entered *Saga*.



The black-hulled 'Ragtime' could be the dark horse of the Manzanillo Race.

None of these boats, however, is a cinch for first to finish. They'll be given a run for their money by Richard Pennington's Peterson 66, *Cheetah*; the venerable Spencer 66, *Ragtime* in the hands of Pat Farrah, and who knows, maybe even Jake Wood's normal displacement maxi, the Mull 82, *Sorcery*.

Line honors, of course, are just part of the race, and the rest of this IOR fleet will be battling it out for the corrected time trophies.

Northern California is well-represented in this 6th Manzanillo Race, with Express 37's *Morningstar*, and *Escape* from the St. Francis YC; the Olson 40, *Notorious* from the Santa Cruz YC; *Auspicious*, a Choate 41 from the Santa Clara Racing Assn; and the Santa Cruz 50, *Allure*, from the Monterey Peninsula YC.

It should be a great race, and when it's over life won't be so tough either. Las Hadas has always been a great place to finish a race, but in an effort to please racers even more, Westin Hotels has dumped millions and millions in sprucing the place up.

Elapsed time record for the race is 6 days, 2 hours and is held by *Merlin*, owned, built — and even driven — by Bill Lee.

Race Notes

Although Jim Mizell's new **High Risk** had not launched by the time we went to press, that ceremony was scheduled for the last Friday in January. The Bob Smith 43-footer should have her feet wet by the time you read this.

You may not be real aware of it in the next nine months, but there are other worthwhile events that need donations besides the Golden Gate Challenge. One is the Pacific Cup, which will be holding the **Pacific Cup Auction** on March 1 at 7:30 p.m. at the Ballena Bay YC. No cast-offs here. These are new items donated by marine stores and chandleries. Proceeds go to help finance the San Francisco to Kauai race, which starts July 4. Marina Eisenzimmer can tell you more at 969-8521 (evenings), or call the BBYC, 523-0612.

Finally, if you're into seminars, you're going to be in hog heaven for the next couple months. In addition to the **USYRU Women's Offshore Clinic/Race Series** detailed elsewhere in this month's *Race Sheet*, mark your calendars for the following dates:

✓ A three-seminar YRA series on **Race Management** starts February 1 at the St. Francis. Subsequent dates are February 22

at Government Island, Alameda and March 15 and 16 back at the St. Francis. The series is aimed at helping race committee personnel put all the necessary knowledge into perspective, even down to dealing with foreign nationals, irate foreign nationals, irate royal foreign nationals — even irate royal foreign nationals who don't speak English! Of particular note to racers and even cruisers is the second lecture, in which Bar Pilots, Weather Service people and Coast Guard personnel will discuss safety and rescue at sea. All seminars get underway at 9 a.m. and run till early afternoon. There is a small fee for each to cover lunch and coffee. Reservations requested and encouraged. For more, contact the YRA at 771-9500.

✓ February 22 marks the first of three all-day seminars at the Ballena Bay YC on **Planning for Successful Racing or Cruising**. Although aimed primarily at skippers and crews racing in the upcoming Pacific Cup, almost any sailor who attends is likely to learn a hell of a lot about provisioning, safety equipment, electronics, sail selection and so on. Among the speakers are Carl Schumacher, Clyde Kirlin and Kame Richards. The second and third lectures take place on March 1 and March 15. \$10 a day includes lunch and coffee. Space is limited to 30 per day, so reserve early. For more, call Marina Eisenzimmer at 969-8521 or the BBYC at 523-0612.

✓ Another one we could all benefit from is Kimball Livingston's **Tides and Currents** lecture at the Bay Model Visitor's Center in Sausalito on February 13. In fact, we'd go so far as to say that with Kim talking and the Bay Model — the world's largest visual aid — fired up, this might be the best chance you'll have this year of learning how Bay currents affect your sailing. Take a notepad and dress warm. The lecture starts at 7 p.m. For more, call Ed Griggs at 332-3871.

✓ The Midget Ocean Racing Association is putting on a race by race analysis of **How to Win the Pete Smith Series**. It gets under way March 5 at 7:30 at the Golden Gate YC. Kame Richards will do the introduction, as well as field questions from the audience. Come on out and meet the sailors who race outside the Gate. 681-4150 will get you more information.

CHANGES

With reports this month on **Latitude 38** cruising distribution; **Iolanthe** near Rome, **Naomi** in Puerto Vallarta; **Maxi 84** on the Dalmation coast; **Picaroon** in Mazatlan; **Arctic Tern II** in Alaska; **Nalu IV** at Jaltembe Bay; **Antipodiste** in Hawaii; **WindChild** in Papeete; **Christmas** in La Paz; and **cruise notes**.

Latitude 38 Distribution To Cruisers at Large

Some folks think *Latitude 38*'s distribution system is weird. We prefer to think of it as just being different.

For example it's important to us to get as many magazines out to cruisers as possible, and to do it with dispatch.

Unfortunately, it's not within the realm of economic feasibility to ship them all the places we'd like. Thus we have to rely on 'reader/couriers' to get the job done.

The two photographs on these two pages demonstrate an example of how it's done. It

drove the boat through the La Paz anchorage while the owner of the boat used his fish net to hand copies of the magazine to anchored boats, such as Jim and Barb Apple's Westsail 32, *Shoestring*. Try and get *Yachting* to provide delivery service like that!

What do reader/couriers get for all their troubles? For starters they get a *Latitude 38* Roving Reporter t-shirt. And usually when the word gets around that you have the mags, you get instant popularity. Smart reader/couriers learn how to play on this popularity for free cold drinks and beer. And believe it or not, you'll make a lot of people happy. While you'll never get rich being a reader/courier, you might have some fun.

So if you're going somewhere and would like to be a reader/courier, just stop by and pick up a bundle or two. If stopping by isn't convenient, we'll UPS the mags to your home.

As for you folks receiving the mags out there in cruising land, you can make us feel like our expense and the effort of the reader/couriers is all worth it by remembering to drop us a line from time to time. You don't have to do a full-blown or complicated *Chagnes*; just tell us who you are, the type and name of your boat, and who else is around on what type and name boats. A tiny news tidbit makes it even better. If you'll turn to the *Cruise Notes* section of *Changes* you'll see a little piece by Phyllis on *Patience*. That's a good example of what we're looking for.

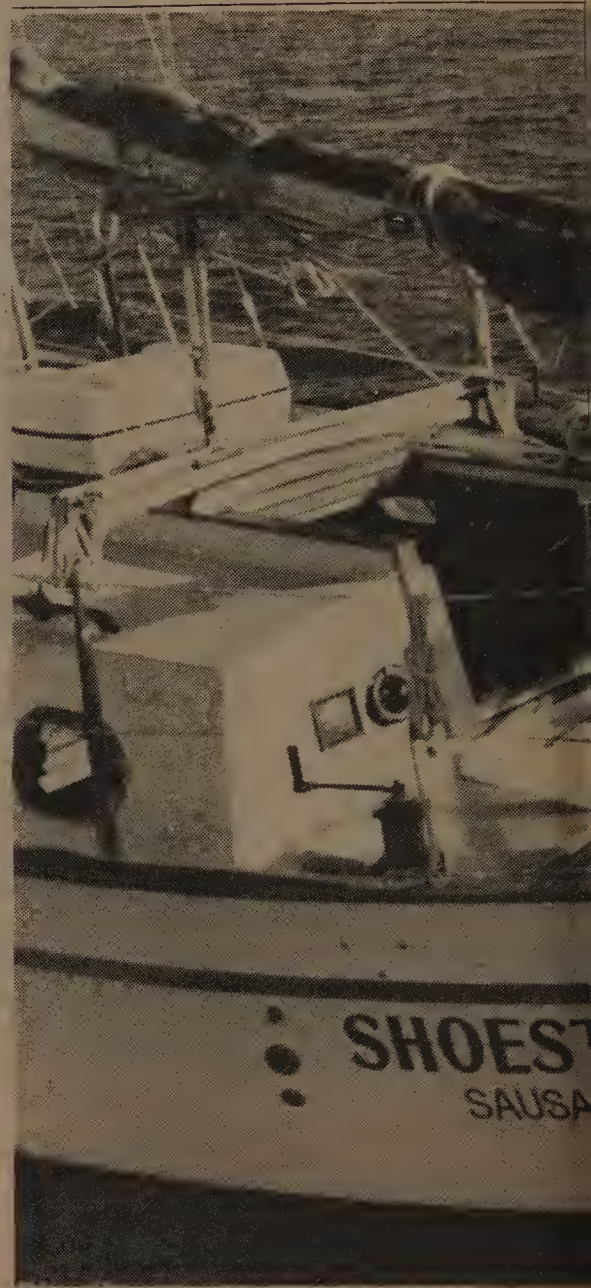
Thanks — and thanks to all the great people who've helped us distribute previous issues.

— latitude 38

Iolanthe — Freya 39 The Dawson Family Near Rome (S.F. Peninsula)

Having spent the last summer crossing the Med and exploring the Adriatic, we are now wintering near Rome.

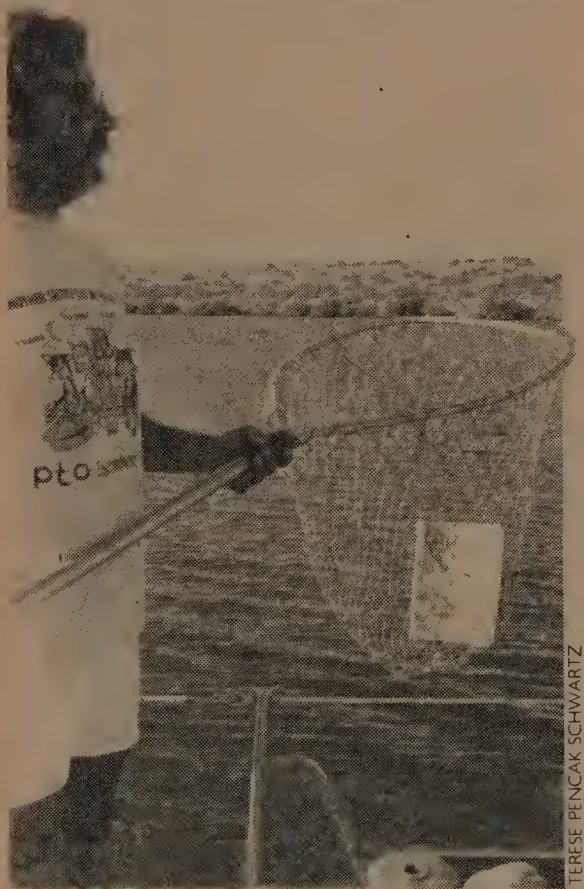
We left Sevilla, Spain in early May and had a fairly easy time sailing to the Adriatic. There are any number of Pilots covering this route and among the best known are: Robert



Brandon's *East Spain Pilot* (which is so extensive that chapters may be purchased individually); Ron Heikiell's *Italian Waters Pilot* and *Greek Waters Pilot*, Denham's *The Adriatic*. The Denham's pilot is the most dated, but it still contains much useful information. There is also a new *Adriatic* pilot due out which will update Denham's.

Rather than compete with these learned tomes, we'll limit our remarks to some brief general impressions of those areas we cruised. In general, if it looked interesting we tried to see it, but our main goal for the summer was Yugoslavia and to that end we tended to keep on trucking and not wander too far from the direct route there.

We found that sailing in the Med can prove extremely frustrating, particularly if you are in any kind of hurry. It can all too frequently involve reaching for the ignition key. We found that the winds were often "contrary" and one of our crew members, with strong sado-masochistic leanings, hypothesized that had we left a typical port and



TERESE PENCAK SCHWARTZ

Fish net distribution is not slick, but it's effective.

all began when a reader/courier stopped by our office to pick up a couple of bundles to take to La Paz. We always have some bundles set aside for this purpose. The reader then flew down to Mexico and joined up with the boat. After resting up a bit, she



TERESE PINCAR SCHWARTZ

sailed only in the direction of the prevailing wind we would have ended the summer within approximately 5 miles from our point of departure. Generally the wind was either too much, or too little and in any case it was usually on the nose. We had occasion to see yachts sailing with the wind, but they must have signed contracts with the Lord of the Underworld.

Yugoslavia is quite beautiful. It has an extremely rugged coastline with many islands and seems to be composed primarily of limestone. The Yugoslavs are making every effort to attract tourists and are building a series of marinas — a mixed blessing — in many of the more popular locations. We were singularly unsuccessful in mastering Serbo-Croatian, but fortunately the natives were smarter than we and had mastered English, German, and Italian. The ubiquitous Visa card can be used for cash advances and purchases in most major population centers such as Dubrovnik and Split. We also had spare parts shipped into the

Recipients of the latest issue through the latest in distribution: Jim and Barb Apple.

Dubrovnik Marina with little trouble. High spots on our cruise were the Krk Falls, Korcula and the old city of Dubrovnik.

The biggest disappointment this summer was our sail past the island of Stromboli. We had carefully timed our passage in order to see the volcano in full darkness. The 'Light House of the Med' must have been closed for repairs the night we passed it, as it refused to put out as much as one little flash. It is spectacular when 'operating' so we'll try again in the spring.

Our favorite harbor so far has been Port Mahon on the island of Menorca — a beautiful harbor and a pleasant town. It is a superb anchorage in all weathers. We rode out a storm for three days and were hardly aware of the bad weather.

We also found Syracuse, Sicily to have the best open air market we were in all summer and the people were very friendly. Unfor-

tunately, such is not the case in all of Sicily. A friend of ours literally had his pants ripped from his body by an over-enthusiastic pick-pocket in Palermo.

Another unique experience that awaits the unwary mariner in this part of the Med is the "Tunny Net Two-step". When the weather is settled, and primarily during the months of May to October, the tunney boats sail forth in the evening and spread their drift nets. The nets can stretch for about three miles and are supposed to be illuminated by hurricane lamps. When headed for the straits of Messina we stumbled into a net one night and spent the next eight hours being chased by irate Italians who were attempting to direct us from their net and seemingly into someone else's. Boats have become so lost in the maze of nets that they find it easier to stop and drift with the nets and fish boats until the nets are hauled in at dawn.

The one piece of equipment we didn't have, but by the end of the summer wanted, was a good fisherman anchor. We found the bottom was often hard and/or grassy and our 60-lb CQR and 35-lb Danforth both dragged. The anchorages are often crowded and can be quite small and we found our all chain rode a real advantage. We also noticed that most of the European boats we saw were using all chain.

We are planning to leave Rome in May and move on to Turkey, which is reputed to have the finest cruising in the Med.

— the dawson family 1/3/86

Naomi — Tayana 37PH
Crewman Dennis Derickson
Puerto Vallarta
(Santa Rosa)

Have you ever wandered through a marina and seen dozens of beautiful cruising boats which haven't left their slips in years? This has always been disconcerting to me in that I would love to go cruising, but I can't afford to buy, outfit and maintain a boat myself.

I do have a few theories on why these boats don't move:

1. The good looks are just facades and they are really ready to fall apart.

2. The owner's spouse vehemently despises sailing.

3. The owner is a member of the working world and only gets as much vacation as I

do.

4. After buying the boat the owner decided that sailing isn't as fun as it looks and figures that the adage 'Sailing is the most expensive way to travel third class' is really true.

I don't have any direct experience with theories 1, 2 & 4, but right now I find myself being part of an experiment in regard to theory 3; trying to maximize the use of what vacation a working person has.

The situation is that Naomi's owner has graciously organized four groups of sailors to take part of different parts of a trip to mainland Mexico. Everyone gets to speed down here and enjoy sailing in Mexico without having to take all the overhead of getting the boat to and from San Francisco.

I was fortunate enough to get the downwind leg from San Francisco to mainland Mexico. We left on November 14 in the raging five knot breezes that swept Northern California during that and the next day, and thus spent virtually all the time sailing. But Point Conception didn't disappoint us, and we had enough wind to run under jib alone for the next four days.

We were able to use the Loran for navigation as far south as Punta Eugenia. But there we pulled out the sextant and set our watches to the feminine voice of WWVH. We used an HP41C calculator and a navigation pac to reduce our sights. At first I felt like this was cheating in that all true cruising sailors should use the nautical almanac and an aid such as HO249 for determining LOP's.

I eventually broke down under a heavy guilt trip and tried to reduce one of the data points manually. It was time-consuming, semi-informative and generally unpleasant to do. So I figure as long as you understand celestial navigation theory and have gone through the tables once, forget the guilt and use the electronics. Then again, I suppose I'm talking about a near obsolete art (science?) that is being replaced by a several thousand dollar box that gets installed next to your VHF.

Naomi arrived nine days after departure in Cabo San Lucas. We found the entire fleet of IOR and PHRF boats from the Cabo Race lined up in the inner harbor facing the Hacienda Hotel. That evening there was a lot of noise coming from the Giggling Marlin,

which I suspect was a lot of the racing crowd wearing alcohol smiles.

Cabo didn't fit the small, sleepy fishing village image I had of it. The town actually extends quite a ways inland from the harbor. On Saturday night we even went to a modern disco — flashing lights and loud rock 'n roll — in town. We gringos were definitely in the minority.

From Cabo we sailed to the tiny volcanic island of Socorro. The first thing we did there was catch a tuna which was in turn eaten by a shark — a shark which to our surprise we eventually landed. Since the surf at the north end of Socorro was truly impressive, we moved on down to the south end where the islands only inhabitants live.

The surf at the south end was still too high to land a dinghy, so we swam to shore. After hiking around a short while, we decided to head off to the mainland where we did such exciting things like crash a Club Med and then get escorted away. Upon arriving in Puerto Vallarta, it was time for me to head back and develop film while another group came south to continue the adventure.

I'm looking forward to doing it again sometime.

— dennis derickson 12/15/85

If Naomi's captain is tuned into these pages, we'd love to hear how the revolving crew group concept worked out. We're sure our readers would also.

Maxi 84

Lynn Orloff-Jones

Dalmatian Coast, Yugoslavia (Vallejo)

(Since most of our sailing companions were British, I'll flavour this travelogue with British English.)

Fantastic is the only word that describes island hopping along Yugoslavia's Dalmatian coast. In case your geography is hazy, Yugoslavia's coastal area lies about 100 miles east of Italy's boot (across the Adriatic Sea). At 1,242 miles, it is the longest stretch of unspoiled shoreline in western Europe. The big attraction is a Mediterranean climate, and an offshore archipelago containing a string of 1,233 islands. My husband Davey and I spent a fortnight (2 weeks) cruising northern Dalmatia, including the uninhabited Kornati island chain.



LYNN ORLOFF-JONES

In order to take the guesswork out of foreign chartering, we signed up with a flotilla. This is a group of nine independently-skippered boats travelling together under the informal guidance of a professionally staffed "lead" boat. Working as a team, the lead skipper, mechanic/repairman and hostess do an extraordinary job to ensure carefree travel is enjoyed by all. Group travel is interspersed with some "free" sailing days.

Starting in London, we took a charter flight to Split, Yugoslavia, then continued by motorcoach to the marina in Primosten. Our boat, the Pelle Petterson-designed Maxi-84 (LOA 28') is a well thought out, easy handling craft. (32-ft Maxi 100s are also available.)

Camaraderie among the 45 participating yachtsmen was instant, and the spontaneous holiday spirit never let up. After all, we were united sailors (five boatloads of English, three German parties and us, the only Americans), cruising together in foreign waters.

Europeans have long known that the Dalmatian coast is a cruiser's paradise. The clear, clean Adriatic Sea is protected from ocean swells, the currents and tides (6 inches



"You can identify the European women," says Lynn Orloff-Jones, "by their hairy armpits."

maximum) are insignificant, and there are relatively few navigational hazards. Summertime temperature averages 82 degrees, with 10-25 knot sailing breezes. The 72-degree water is comfortable for refreshing dips, snorkeling, and windsurfing.

At the beginning of our cruise, which looped around the Sibenik Riviera, island landscapes consisted of rolling hills covered with dense Mediterranean vegetation and vineyards. Hillsides were dotted with picturesque villages with aging brick houses topped with orange-tiled roofs. As we sailed into the Kornati Island chain (now a National Park), the scenery changed to clusters of barren, limestone islands with phenomenal rock formations that created a rugged, desolate beauty. Everything had a distinct old world charm.

On the water, either underway or in port, all gear (the propane stove, diesel engine, VHF, roller furling jib, etc.) worked fine — except for the mickey mouse "head and sewage tank". Fortunately, maintenance for same was no farther away than Andy the

mechanic. As he put it, "I've been down a hundred loos ("toilets" in British) and please don't fix the things yourself." Normally we're self-reliant boat owners, but we adapted.

Flotilla boats are stocked with a "starter pack of staples," including wine. Getting additional supplies is easy, since most islands or mainland harbors have small grocery shops . . . that also carry wine and spirits.

However, picking up supplies was not a pressing issue, since most folks preferred eating their evening meals ashore. Although most ports had little or no commerce, there always seemed to be at least one quayside restaurant. So with only simple breakfasts and lunches to prepare, the fully-equipped galley stayed cleaned.

Every morning at 0900, Peter, the lead boat skipper, held a briefing, covering the itinerary and optional sidetrips. On group travel days, the lead boat made a point of arriving early at the destination so hands would be ready to grab dock lines as flotilla boats arrived to tie bow-to the quay (pronounced "key").

Our longest passage was 26 miles; the average passage about 16 miles. Navigation was as simple as dead-reckoning verified

with eyeball navigation. And if that was too strenuous, FLBN ("follow lead boat navigation") was an unofficial lazy man's option.

A great deal of our time was spent island hopping. Our itinerary was flexible, and twice due to unseasonably grim weather, we spent two days in one port. To compensate for this inconvenience the hostess made land tour arrangements.

Stopovers at the quaint villages gave Davey and I a chance to wander through the narrow alleyways and see medieval architecture mingling with some modern 1980's styles. Strolling past residential homes, or sipping wine at outdoor cafes enabled us to get a backstage view of unsophisticated country living.

Although cleanliness throughout Dalmatia was impressive, the non-smiling locals who avoided eye contact were a bit disappointing. I doubt this has anything to do with Yugoslavia being a socialist republic, since the Big Brother aura seems nonexistent. Also nonexistent are good-looking women. My husband's advice is "Bring your own". (Understandably the Yugo men come to screeching halts and do U-turns to follow pretty German tourists.)

Ports of Call: (See sketch to follow our route.)

Primosten Marina (homeport) — Modern facilities.

Puric Luka — Charming 2.4 mile-long island facing the mainland. It's only a short hike to the neighboring village of Supurine and its 17th century Baroque church. Pippa, the hostess, provided hors'doeuvres and punch at a quay party.

Island of Murter (yacht basin in Hramina) — Old world village with town square, medieval church, and dockside fruit stands. Newly-expanded, large marina nearby.

Island of Pasman (anchorage Zaglav) — "Bora", the strong northerlies made this passage a real San Francisco bash to windward . . . complete with white horses (whitecaps). Uninhabited, semi-protected anchorage with occasional anchor dragging. Lead boat put on a beach barbeque, affectionately described by an English chap as, "When you get grub and set it on fire." Dinghied back with the crowd singing, "What Do You Do With A Drunken Sailor".

Lukoran, Island of Ugljan — Long, lovely downwind sail to a quiet inlet. This was one

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of those "independent days" in which I needed solitude to nurse a hangover.

Zadar — Mainland city with a population of 65,000. Large, bustling marina. Nearby are markets, produce and souvenir vendors and assorted shops. Toured the historic Old Town fortress with 9th century cathedral and other buildings.

Is Veli, Island of Iz — Another pleasant, island/village anchorage. Best known for its pottery.

Tele Seica Bay, Island of Dugi Otok — Light air sail and power to a huge serene bay surrounded by a dense pine forest. This area recently was declared a National Park. Hiked to an inland lake, then further uphill to view the breathtaking steep cliff overlooking the Adriatic.

Ravni Zakan — Tiny, out-of-the-way anchorage with a panoramic hillside view of the sea and islands.

Skradin — Sailed past the mainland metropolis of Sibenik and headed up the scenic Krka river to a forest-shrouded mainland marina at Skradin. Spent the next day taking a water ferry to the magnificent waterfalls.

Back to homeport — Delightful beam reach to the barn.

All this natural beauty and idyllic sailing can only be exceeded by the human warmth we shared with our European shipmates. Each night us flotilla-ites shared good fellowship along with tasty wine and those lengthy, leisurely Yugoslavian meals. We joked about our differences in the English language, and the British helped me compile a Yankee/British dictionary. I did my best to "learn 'em American slang". (Their favorite phrase when referring to a rude boater was "tacky yachtie".)

By the end of our cruise, our flotilla had become a close-knit group. It was a misty-eyed departure. Davey comforted me by saying, "Maybe when I retire we should forget the South Pacific Milk Run and cruise the Med."

— lynne orloff-jones

Picaroon — Santana 35 Dave and Bob Mazatlan (San Francisco)

After three weeks in Cabo and three more in La Paz, we have arrived in Mazatlan.

Cabo was hard to leave. I think we got to know half the town by name, thanks mostly to Roberto and Jill who run a little bar called The Gambler and a laundromat. They are right by the launching ramp and any cruiser needing information would do well to look them up.

We ignored *Latitude 38's* advice and suffered through three days of 'slogging into Northers on the way to La Paz. It turned out to be worth it, however. Again we met lots of Mexicans and were invited to various homes for Christmas and new Years and just to party. As in Cabo, when Mexicans invite you for a few drinks, you can generally count on staying the night. We often did, seeing our share of sunrises.

We reciprocated with a party on the *Pic*. There were 30 of us! Mostly Mexicans, *nino's* and grandmothers with everything in between. And again we saw the sun come up.

With upwards of 110 boats in the anchorage, it was a little crowded and a little nerve wracking when the tide changed direction.

Here in Mazatlan there are only about ten boats, and like us, most are only planning a short stay. Rumors of theft, a dirty harbor and the constant bustle make it less appealing than La Paz. But now we're off for Puerto Vallarta. We'll be back to La Paz for Sea of Cortez Race Week.

By the way, for you skeptics back home, the Santana 35 has been a great cruising boat.

— dave and bob 1/22/86

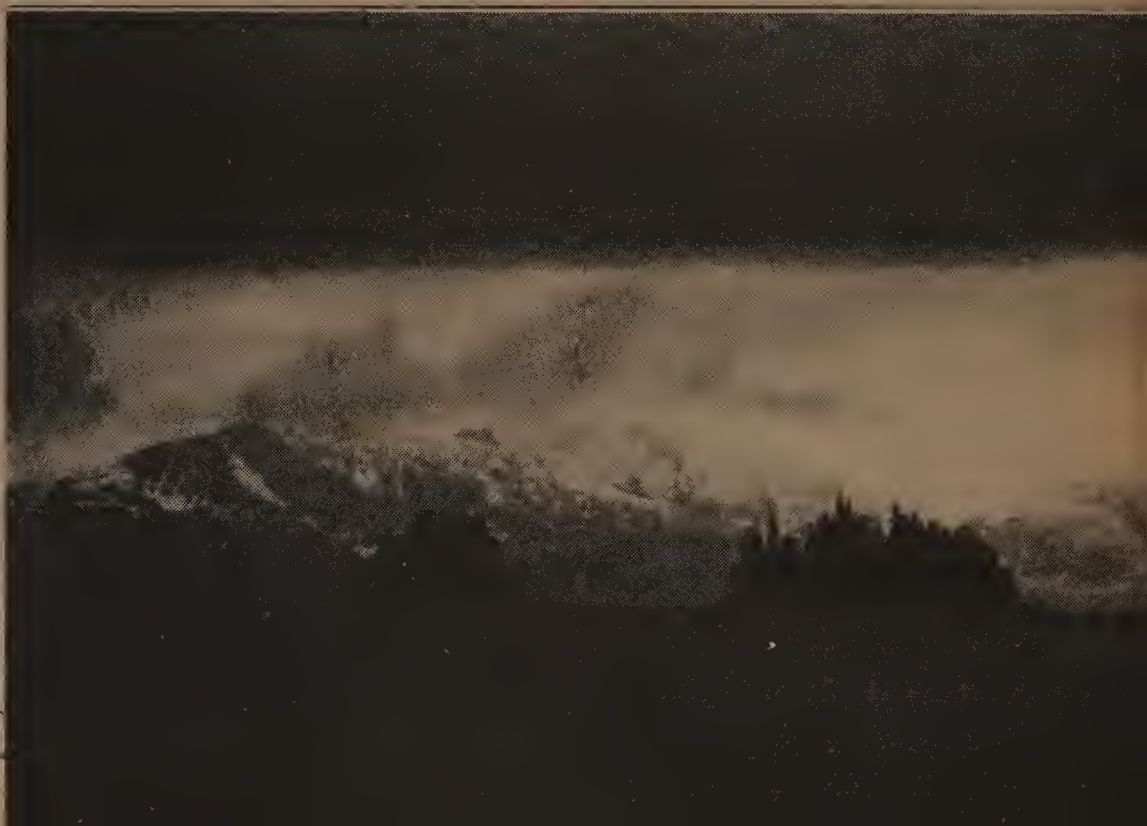
Arctic Tern II — Valiant 32 John & Karyn Miscovich Chartering in Alaska (San Leandro)

This letter is being written in response to "Seasonal Sailing" in the *Letters* section of the January issue. In response to Pinky & Percy's letter you requested photos and information on boats and spots in Alaska.

Although we don't habitually sail in Alaska — it wouldn't be a bad idea — last July we bareboated a Valiant 32 in Prince William Sound. We arranged to charter the boat through Jim and Nancy Lethcoe of Alaskan Wilderness Sailing Safaris. We — together with Jim and Nancy on their Nordic 40 and an Esprit 37 — spent seven days sailing between various anchorages within the western Prince William Sound area. Namely areas such as Culross Pass, Mink Island, Port Nellie Juan, Derrickson Bay and Granite Bay.

We highly recommend this area and in particular Alaskan Wilderness Sailing Safaris

The beauty of Alaska is something that cannot be denied.



for those of us who cannot for various reasons sail our own boats out the Gate and up the coast.

Incidentally, we sailed up there during the month of July and wow, what an experience sailing with the midnight sun. It was great — we'd drop anchor anywhere between 5:00 and 8:00 p.m., go for a hike ashore and then come back to the boat and sit in the cockpit and drink wine while basking in the midnight sun. One 'night' we were out hiking to 11 p.m!

Only one drawback to sailing in Alaska; one must like sailing in the rain because it does rain frequently. The spectacular scenery all around you more than makes up for the slight discomfort of the rain, however.

If you want any further information on our cruise up or Alaskan Wilderness Sailing Safaris, don't hesitate to let us know.

P.S. The name of the boat we chartered is *Arctic Tern II*. The *Arctic Tern II* was originally Jim and Nancy's home until they purchased their Nordic 40, *Arctic Tern III*.

— john and karyn miscovich

John and Karyn — Thanks for the report. We'll see if any of our readers want more details.

Nalu IV — Lapworth 48 Jim and Diana Green Jessie



Jaltempa Bay, Mexico (Alameda)

Early in January Jim and Diana Jessie were in the La Paz region and had Alan Laflin, Eileen Laflin, Patricia Navarro and Guero Navarro aboard as guests. Alan and Jim scaled the tiny island in Candelero Bay, hoisted the St. Francis YC burgee, and claimed it for the yacht club. Mt. Pelicano is what they've named it.

Diana reports that price controls went off in Mexico on January 1 and the cost of everything — as well as the pitiful minimum wage — is going up. After having tumbled so swiftly, the peso has staged a minor comeback. It was going for 435 pesos to the dollar. While prices are up, it's still far cheaper than the United States.

For example, Diana reports, the best beef around is to be found at Aramburo's on Revolucion St. in La Paz. Beef tenderloin goes for 2000 pesos per kilo or about \$2.09 US a pound. "Incredible," she says.

Jim and Diana noted the following San Francisco boats in La Paz when they were there: *Black Monk*, with Cliff and Donna Lawson; *Fandango* with Herb and Barbara Lawson; *Nauti One* with Dave Jennings and Monica Armanino; *Wintu* with Joe Shelton; and *Xanthos* with Bob Larson.

By the middle of January, *Nalu IV* was at Jaltempa Bay which is about 40 miles north of Puerto Vallarta. During their "normal Sunday morning fizz party" in Chacala they entertained the following folks from Northern California: Dennie and Norma Chandler from Alameda on the *Hans Christian 41*, *Cheechako*; Chris and Phyllis Meyer from Redwood City aboard *Prodrustes*, a Pacific Seacraft 25; and Linda and Kelly O'Neil aboard the trimaran *Elm Street* from Sutter.

Jim and Diana report that all boats have had a pretty easy time coming down the coast, the big casualty being the blender which conked out during the party. "Thank God," they write, "we're close to P.V. so we can get a replacement."

As for Jaltempa: "This bay is virtually skipped over in *Charlies Charts*, which is unfortunate. The scenery is magnificent, the town very pretty and good food readily available. It appears to be an area with lots of 'second' homes for well-to-do Mexicans. There is also a large RV park filled with snowbirds.

P.S. We're now at Nuevo Vallarta. The



DIANA GREEN JESSIE

The St. Francis YC burgee rises high above Mt. Pelicano in Candelero Bay.

marina is large, as rumored, but far from filled. We "just" got in at low tide with our 8-foot draft. There's no fuel here, but lots of water and shorepower. It's four dollars a night. We are a 3000 peso ride from PV — when we can find a cab. This harbor is close to the airport and might be a good place to meet crew coming down from the States.

— jim and diana 1/13/86

If anyone's got more details or pictures of Nuevo Vallarta we'd love to see them. This place was supposed to be open last winter but was a big disaster. At high water boats would get stuck trying to get in and it was reported that the Texas company that was operating it either went bankrupt or was forced out, leaving one person who 'bought' a berth up the creek to the tune of many thousands of dollars.

Antipodiste — Farr 30 Chuck Warren Hawaii (San Francisco)

When in Hawaii, emphasize the positive.

Turning left from Radio Bay takes you to some nice swimming holes. Kahalo, on Molokai, is the only all weather anchorage

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with an entrance marked by buoys. It's protected by a reef and has a good mud bottom. It's only ten miles to town, but hitching seems to work okay. I sat out two days of gales there without budging.

Kaneohe Bay on Oahu is pretty with reasonable anchorages. It's got a great yacht club from which it's only a couple of miles to the nearest shopping center — and there is a bus! You can stay at the club for two weeks at eight dollars a night — if there's room.

Right now I'm playing musical moorings in the Ala Wai, and have rebuffed my first two muggers since I left California. My repairs and chores are coming together and I'm avidly reading your articles on Mexico.

I've also been meeting some great folks, whom I hope to fly back and visit sometime.

P.S. The sailing is great — just don't try and stop.

chuck warren 1/10/86

Chuck — If we remember correctly you've spent about the last year and a half on cruising from San Francisco to Mexico to French Polynesia to Hawaii. If you ever get the time, we — and many of our readers — would love to see an article on the advantages and disadvantages of blue water cruising on a light 30-ft boat.

WindChild — Mariah 31

Pam and John Faulkner

Cats: Casey Jones and Mr. Dudleigh Papeete, Tahiti

(Portland, Oregon)

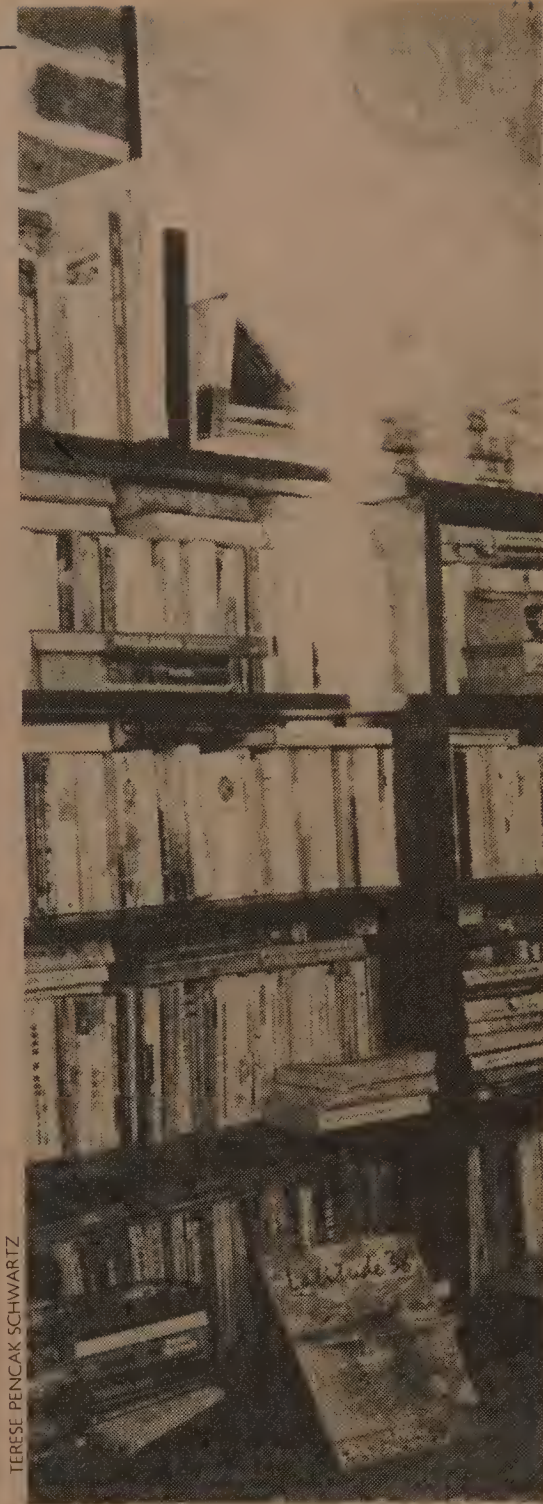
Well, how time flies, *n'est-ce pas*? Six months in French Polynesia finds us at the end of our visas, a little bit poorer, and feeling that this has been the best summer vacation we've spent.

However, it also means "What are you going to do now?" This is hurricane season down here, so the folks who haven't left yet for points west are requesting visa extensions and scoping out the good spots to be in case of a blow (you have to get up pretty early to snap up a mooring at the Hotel Oa Oa in Bora Bora!) and sort of settling in.

We, on the other hand, have never stopped hearing the call of the west coast of South America ever since we decided we couldn't get there from the Galapagos Islands back in May. At that time we were persuaded to go west — which was just the

right thing to do then. Now we are in the right place to go a bit south and then east. And so we will be leaving Papeete around the first week of January heading for Valparaiso, Chile with perhaps a stop at Pitcairn Island on the way.

The call of South America got real loud in November when we were at the Oa Oa and met Ronny and Jean-Pierre from the Chilean yacht *Mar Markaredi*, a Robert Perry ketch! I recognized the flag, having just made one, and yelled "Buenos Dias!" as they passed us. They told us they were one of two yachts that left Chile this year to go cruising — the other went through the Canal. They said their departure was written up in the newspapers and their plans were to go to Hawaii in March and then on to Seattle or San Francisco next summer. Keep an eye out for them; they both race and Jean-Pierre is both a hang-gliding and sailboard champ.



The Pad's library in La Paz. Take a few, leave a few.

Well, we are talking serendipity here! They gave us charts, set up ham schedules for each of them (I neglected to mention, they flew home for the next two months) as well as a couple of their friends or family, gave us phone numbers of people we could leave messages with, and Ronny promised to meet us on the dock in Valparaiso! They each assured us we will be welcome at their respective yacht clubs and made some astonishing claims about free haul-outs?! Jean-Pierre lives in Arica, the northernmost port in Chile and assured us we would be wise to leave *WindChild* there while we took the train to visit Peru and Bolivia. Not only that, south of Valparaiso is Chile's "wine country" — and after being away from good California wines for so long, I am seriously looking forward to some delicious wine we can afford! The Chilean peso is about 200-plus to the U.S. dollar, so there's incentive, too.

And so the adventure begins anew! We'll keep you posted about the coast that's supposed to be the mirror image of California down to Baja!

— pam and john 12/11/85

Pam and John — Please do keep in touch, we'd love to get a South American report.

Christmas In La Paz

And Other Items

Terese Pencak Schwartz

(Sausalito)

Over 80 boats were counted anchored in the La Paz harbor on Christmas morning. There was a pot-luck dinner on the beach near NOA Yates, and another informal gathering near the dinghy beach and some Christmas feasts on shore.

The city of La Paz has a great Christmas tradition. Each year in the plaza near the malecon they put up a decorated Christmas tree where the public is invited to bring gifts for the poor children. The gifts — bicycles, dolls, bags of oranges — are placed unwrapped under the tree during the week before Christmas and then passed out to the children on Christmas Day.

The weather at this time was warm and sunny. The North winds had stopped blowing for almost the entire week prior to Christmas.

Unfortunately, the two weeks prior to Christmas they blew like crazy — and I was out at the islands on *The Trip*. When the Northerlies blow the Sea of Cortez swells can be terrible! They're close together and seem to come from all directions. Beating to weather was miserable, but sailing downwind was no joyride. I decided — as I always do when I've gotten cold, tired and wet at sea — that cruising is fun because it feels so good when you stop. It was truly a joyous moment when we anchored that night at Caleta Partida.

I went to my first open house at The Pad on Sunday in La Paz. From 2:00 to 5:00 p.m. Margarite opens her apartment — located across from the dinghy beach — to all yachties. It's 'bring your own' style and everybody does! Over 75 people signed the guestbook that particular Sunday. There were a lot of old-timers, but probably because of the holiday, many more newcomers showed up to share anchor-dragging stories.

One of the best was told by Phyllis and Bob who used to cruise on *Eagle H*, but who are now traveling by motorhome. They were anchored one night at Isla Isabella with a doctor and his wife staying onboard as guests, when the anchored dragged. Everyone jumped from their bunks to lend a hand. Someone turned on the engine, another pulled up the anchor — working as a team they were able to rescue the situation and get the anchor re-set. It wasn't until somebody stopped and lit a cigarette that they noticed they were all naked! Ah, the tropics.

During the open house at The Pad, Howard and Joyce Stevens of the Long Beach-based *Brigadoon* said they discovered how the Mexican fisherman get one another's attention to warn that they're near. They make a clicking sound on the VHF by pressing the talk button two or three times. If this clicking isn't sufficient to get the other boat's attention, they whistle into the radio.

Joyce says she confirmed this information early one morning as *Brigadoon* was crossing to the mainland and a Mexican fishing boat was swerving all over in front of their path. Joyce depressed the talk button on her VHF a few times and almost immediately the fishing boat moved out of *Brigadoon's* path.



The Pad is located high above El Chefe on the water in beautiful downtown La Paz.

Joyce and Howard have tried it a couple of times since and say it works every time.

Doug and Mary on the 'other' *Mary T* (not the one from Portland) told me they'd taken American Express' advice on not leaving home without their plastic card and in fact planned on relying quite heavily on it. That may work in Paris or London, but Doug and Mary discovered there are few places you can use such a card in Baja. Running short on cash in La Paz they asked if they could cash a \$100 personal check — backed by the American Express card — at the fishing concession at the Los Arcos Hotel. A practice unheard of in Mexico, they were allowed to do it! But please folks, don't count on cards in Baja.

I'm back at work now, but Ralph on *The Trip* says that people shouldn't plan on launching trailerable boats at Puerto Escondido for awhile as things have changed

drastically. The launching ramp is no more; it was demolished along with the docks this fall when heavy construction began on the French-backed condo/resort project.

The heavy construction work has also brought in many laborers from the mainland, and some folks think it's no longer as safe a place to leave a trailer or car. Ralph says the anchorage is still beautiful and many boats are enjoying it, but it's no place to launch your boat.

While in that part of the Gulf, Ralph spotted Jeanie and Bob on *Inalla*; Barbara and Cas on *California Dreamer*; and, Dan and Shannon on *Baracca*.

— terese pencak schwartz 1/21/86

Cruise Notes:

We got a Christmas card from Annie Hudson and her husband Bo on the *Freya 39*, **Lionwing** in Cabo San Lucas. They noted that Cabo's dogs are "the happiest in the world" and that the "burros and roosters compete for the midnight chorus". The Hudson's animal comments are interesting because they point up a big difference between cruising the coast of California and cruising the coast of Mexico that we'd never really thought of before. When you cruise California you get all those unnatural sounds; clanging and banging, rumbling traffic, roar of jets, etc. In Mexico you hear dogs, burros, and roosters — organic sounds, if you will. (The Los Arcos anchorage in La Paz is the formidable exception, where it sounds like front row seats at the Fremont Drags). One of these days somebody ought to do a story on the sounds of cruising.

Carl and Leona Wallace of **Malaga**, formerly of the Bay Area and now of La Jolla and the Sea of Cortez, started the winter with some heavy traveling — by car. First they drove their stationwagon the length of Baja to meet friends in the Cabo Race as they crossed the finish line. Then after the 'for fun' race to Cabo Falso on Rick Gio's **Gypsy Warrior**, they drove to La Paz and loaded themselves and their stationwagon on the ferry for the trip over to Mazatlan. From Mazatlan they drove to Culiacan and finally Marina San Carlos, near Guaymas, where they'd left their boat for the summer. While all the ship's systems weren't immediately functional, the solar panel had

TERESE PENCACK SCHWARTZ

CHANGES

kept enough juice in the batteries so the lights and pressure water were at their service. They shared a holiday dinner with Janet and Dave off **Alegria**, noting that the previous year they'd had the holiday dinner in Tahiti with the crew of 12 American yachts.

Just as last year, the Wallaces will be giving three **ham radio tests** in various parts of the Sea of Cortez. If you're studying to get or upgrade your ticket, note the following times and locations: February 20 in La Paz; April 17 in Puerto Escondido; and, June 20 in San Carlos.

Getting to the **London Boat Show** was no problem for Neil Ensign, as he's a pilot who flies the North Atlantic for World Airways. Neil's also the owner of a 37-ft Snow Goose catamaran, which he plans to take to the Sea of Cortez next season. While at the London Boat Show he checked out stuff that might prove useful on his Mexico trip.

One of the items that intrigued him the most was a **portable water maker/generator** marketed by Sea Fresh Ltd of England. It's a reverse osmosis system powered by a 5 hp Briggs and Stratton engine. Using just half the horsepower, you can get 16 gallons of fresh water per hour, or 400 gallons in one day. With the leftover horsepower, you can charge your batteries. The good news about the product is that it's small. The bad news is that given the current rate of exchange it costs about \$3,000 US.

Catch the Smile to Mexico. If you're planning on meeting a boat in Cabo San Lucas, be advised that PSA instituted air service between San Francisco and Cabo San Lucas last December. Flights are on Monday, Tuesday, Thursday, and Saturday. The flight leaves San Francisco at 7:00 a.m. and after a stop in Los Angeles, arrives in San Jose del Cabo at noon. The round-trip air fare is \$282 US dollars.

We called PSA to see if they plan additional service to Mexico. They were mum, saying Cabo was it for now. Back in the late 70's PSA had flights to Puerto Vallarta and a couple of other Mexican destinations. After about six months they cancelled them for lack of business.

Pleasant as a PSA flight might be, it would certainly be lacking the adventure and humor seasoned Mexican travelers have come to expect from Aero Mexico and

Mexicana.

What a difference 2.5 miles — and perhaps a couple of years — will make. For it's entire existence the Las Hadas resort on **Manzanillo Bay** has been known as one of most luxurious in the world. Yet less than three miles across the bay is the city of Manzanillo, an industrial city whose waterfront is dominated by railroad tracks, and whose population had never really tossed out the welcome mat to visitors — including those by boat.

But that all may be changing. The Mexican government is pushing a multi-million dollar Colima Plan to improve and modernize life in that state. Part of the plan is to enhance tourism in the Manzanillo area, which has already resulted in a four lane road being built between Las Hadas and Manzanillo. As we understand it small hotels and a Carlos 'n Charlies have already opened along that stretch of road.

As for Manzanillo proper, the plan calls for the railhead piers to be removed and replaced with a boardwalk and pleasure piers. If this comes to pass — and late 1986 has been bandied around as a date — former visitors will never recognize the place. Of course good old Mexico has always been long on plans but a little short on execution. Anyone been to Manzanillo recently and seen concrete evidence of further change?

Many times in these pages we've recommended the **ChartGuide Mexico West** chart portfolio to folks cruising Mexico. However we were disappointed to see that their recent second edition uses a still misleading sketch of the Careyes anchorage. It's true that the Pta Farallon label has been removed from the southernmost point in the sketch, a designation which had made the original sketch terribly inaccurate. But the sketch in the second edition remains misleading as to where you can go and where you can anchor. You cannot go between the northeastern most island and shore — it's only about 18 inches deep. Nor can you anchor a sailboat way up in that little bay by the Club Med pier — it's also way too shallow. If you've got it, we suggest **Charlie's Charts** for this anchorage.

We still recommend the *ChartGuide* as being a tremendous value.

Back to his boat. The word is that Peter Sutter has returned to **Wild Spirit** in Fiji,



and will soon be continuing his long cruise through the South Pacific.

Denise and Lars Zurlpel of **Chatelaine**, a ketch-rigged CT 37 from Portland report they're in the middle of an "extended vacation" that by this time should have taken them well down the coast of mainland Mexico. After leaving Portland on Independence Day, they travelled south with stops at San Francisco, the Delta, Half Moon Bay, Santa Cruz, Monterey, San Simeon, San Luis Obispo, Santa Barbara, Santa Cruz Island, Channel Islands Harbor, Catalina, Marina del Rey, Newport Beach, Dana Point and finally San Diego. Somehow they managed to miss Ventura, Long Beach and Ocean-side. After Christmas in Cabo, they headed to the mainland with plans to return to the Sea of Cortez later in the spring when the weather warms a little.

Sorry Denise and Lars, but we don't publish poetry. If it's any consolation, your Christmas cruising poem was the best we've never run.

Phyllis Fredette aboard the 32-ft sloop **Pa-**



GAIL JENSEN

Summer's coming and that means cruising to Kauai's Hanalei Bay. Summer fun in the sun — and rain.

tience from Long Beach reports that it costs \$3.37 a day to anchor out at Las Hadas. If you want to tie up inside the marina, it's double that figure. **Eric Jorgensen** is still on duty as the Las Hadas harbormaster, and is said to still be doing his normal excellent job.

"More boats are showing up each day," says Phyllis, who goes on to say, "The weather's warm, the water's warm and I'm warm. Time for a swim."

We get the feeling it must have been warm in Mexico in January because the day we got Phyllis' letter, Larry T. Hebert of San Carlos forwarded us the following letter from Fred and Butch Brutschy on the Brewer 46, **Nepenthe**: "Hola Turkeys! Water's warm, sun's hot, beer's cold — you should be here! The cruising is great. We plan on leaving Cabo for Isla Isabella, then San Blas. We're really enjoying Cabo, with its beautiful beaches, good diving and super lobster, shrimp and fish. Go cruising guys!"

Talk like that from Phyllis, Fred and Butch would normally make us Northern Californians jealous, but since this has been the warmest winter with the greatest number of clear blue sky days in history, we don't mind. We assume you folks cruising in Mexico this winter have heard about **El Warmo** the strange weather phenomenon that's brought Northern California winter temperatures up to an average of 80° — and that's at night! As for the ocean, well it's only up around 78°, but the fishermen have been hauling in a lot of tropical fish. Wish you were here!

La Paz was also the site of a Canadian-Mexican mishap. A Mexican naval vessel on early morning maneuvers got hung up with the Canadian ketch **Kiana** that was anchored at the edge of the pack in front of the Los Arcos Hotel. Lots of noise but little blood and no casualties.

Chris Randall was in Puerto Escondido for a few days before sailing down to La Paz. She reports that Canadians Norm and Danny Parish are still there on **Endeavor** dishing out useful local knowledge. Chris notes that

it's almost impossible to earn any money in Escondido, a situation compensated only by the fact that she found if she was polite and kept a low profile, she could usually sneak into the Tripui Trailer Park showers during *siesta*.

Got something too big for your hand tools to fix? Terry Van Natta and 'El Gato' Santiago in Loreto are said to run an excellent repair shop and can fix or fabricate just about anything. A cab driver will be able to take you there.

For those of you heading to La Paz, you may want to note that the net is on VHF channel 22 and comes on at 0815. Never on Sunday, of course. If you're coming to La Paz and need an **English-speaking dentist** instead of a radio net, Dr. Martin Tirado Cruz comes highly recommended. He's located above *El Trebol* at 309-1 Heroes de la Independencia.

Bugs in your dry goods? Mary Ann Harris of Oxnard responds to a reader's request by saying that almost all dry products — flours, grains and mixes — come with bug eggs on them. Her solution is to put all such stuff in containers with Bay leaves. For whatever reason, the Bay leaves seem to keep the eggs from hatching. Mary tapes a few bay leaves to the top of small storage jars; for gallon jars, she puts several leaves in a cotton drawstring spice bag and places it on the top of whatever is in the jar. No Bay leaf flavor is imparted to the food product, she says, and you only need to change leaves every couple of years. That's a great tip Mary, and we thank you.

Cortez Sailing Charters of San Diego and Phoenix reports that they'll soon have three boats in La Paz for bareboat charter. The first one, a Beneteau 435 should arrive in La Paz mid-February, while a 37 and a 38 should arrive in mid-March. If all goes well — it never does — all three boats would be at Sea of Cortez Race Week, which starts March 30 at the Gran Baja in La Paz.

Why aren't there hundreds of charter boats in Mexico? The big problem is that everywhere but two free zones, the import duty is 100 percent. That's stiff, real stiff! And even in a free zone such as La Paz, you can't operate a foreign vessel without almost impossible to get permits.

That's all for this month. Don't forget to write.

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48-FT STONE CUTTER Name <i>Pathfinder</i> , new dodger, autopilot, Arles, 9 sails, sleeps 5, 4-107 Perkins, refrig., microwave, 2200 Honda gen., VHF, RDF, stereo, dinghy. \$30,000 or best offer, trade considered. Must sell. Myron (208) 375-0951, leave message.		NOR'SEA 27 — \$27,900 Custom layout, lug rigged South Pacific vet. Monitor vane, Yanmar, 4 anchors, Avon w/o.b., ham radio, scuba, much more. Cruise ready. Pictures 19738 Gilmore, Woodland Hills, CA 91367. (213) 472-9428. Must sell now.
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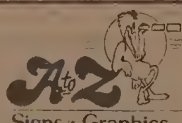




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HUNTER 36 1980 sloop. Diesel, galley, shower, h/c pressure water, radios, diesel heater, stereo. Great liveaboard. Trade 25K equity for mobilhome, small sailboat, motorhome, airplane or ? Bal 36K. Call 12-5, Mon-Wed-Fri. (415) 229-4850.	22-FT PEARSON SLOOP 1970 fiberglass. Built solid. Fun to sail. Great weekend Bay boat. Standing rigging & keel bolts replaced, 5 hp outboard. Berkeley upwind berth. I am ready to sell it. \$4,500 or best offer. Call Steve (415) 357-8297 nights & weekends.	FOR SALE ZF transmission for Isuzu: \$200. Stainless steel exhaust system for Isuzu: \$150. New flexible SS 1 1/4 coupling: \$25. Galley Maid kero/alcohol stove: \$50. Seagull forty plus: \$200. New Seagull electronic ignition: \$50. (408) 423-4604.
NEWPORT 28 Ideal Bay, Delta & offshore sloop. Fast, stable, & comfortable. C&C design. 110, 135 & Club jib. Atomic 4 inboard, sounder, speedo, VHF, RDF, etc. Alameda Marina berth. Race or cruise this beauty. \$22,995. Contact George Roman: (415) 284-9180.	FANTASIA 35 Like new, documented, cutter rigged, excellent liveaboard, center cockpit, aft cabin, teak deck/interior. Many extras, 45 hp diesel, 140 hrs, 225 gal water, 120 gal fuel. \$72,000. Make offer. Privately berthed. Everings (415) 521-6261.	30-FT BIRD SLOOP Classic one-design woodie. Complete inventory of equipments. Needs minor cosmetics. Owner anxious. Bring offers & checkbook. Asking \$5,500. (415) 668-4155.
O'DAY 23 Two boat owner must sell 1971 23-foot sloop. Great Bay boat, sleeps 5, stove, icebox, good sails, 6 hp Johnson, anchor, safety equipment. Emeryville berth. \$3,950/offer. Stew (415) 635-5168.	EQUIPMENT (CAL-27) 4 new Hogin sails, bags, sail cover: \$2,000. Harken mainsheet block/traveler. Rostan boomvang/downhaul. Plastimo compass. 11' spinnaker pole. 8'2" boom. New 7 1/2 hp outboard, motor bracket. 3-way Jiffy reefing boom gear. More! 532-1497.	COLUMBIA CHALLENGER 24-ft sturdy Bay boat, very good condition, nice interior, good o.b., compass, km, VHF, more. \$4,500. 381-2890.
RANGER 23 Terrific S.F. Bay boat w/large fleet. Ready to race or cruise. All controls led to cockpit. North sails, Lewmar winches & Sausalito berth. \$10,200. Call Ed (707) 838-7744; Charlie (415) 368-3709.	COLUMBIA SABRE 32'-5", sink, icebox, Honda o.b., stove, 5 sails, compass, fathometer, extras. Berkeley berth. \$8,200. Must sell. (415) 284-7730.	J/35 1983 RACER/CRUISER — \$72,000 Midnight blue, meticulously maintained. Yanmar diesel, full electronics, Signet 1000/1500, Horizon, VHF, Harken hyd. backstay & Jemini headstay. Rod rigging, like new North sails (roller furl avail). Teak cruising interior. (415) 956-0321.
EXPRESS 27 Immaculate. Tandem trailer, 4 hp Johnson. Kevlar sheets, 4 mylar jibs, North main. Loran, RDF, digital compass, stereo cassette. \$25,000. Bart 548-3730 days; 428-0395 eves. or (916) 581-2067.	ERICSON 29 Excellent condition, original owner, VHF, am/fm stereo, compass, wheel steering, sleeps 6, all teak redone, new seacocks, Berkeley berth. \$24,000. (408) 286-9124.	NO, IT ONLY LOOKS LIKE A PEARSON It's really a Bristol 29, a full-keel Halsey Herreschoff design ready to cruise. Atomic 4, Tillermaster, Achilles dinghy, boom gallows, Awlgrip hull, oversize rigging, anchor, windlass. \$24,000/O.B.O. John R. 383-5181 days.
LIFE RAFT Avon 8-person in valise. Double floor, survival kit. New 1984, never used. \$1,500. Bart 548-3730 days; 428-0395 eves.	BERTHS FOR RENT Great Emery Cove locations. 36 & 55 feet Priced right. Call Fred (415) 687-0111.	COLUMBIA 26 MKII 3 sails, sail cover, almost new 8 hp motor, new head, depth-sounder, direction finder, radio, knotmeter, compass. Good condition. Sausalito berth. \$8,500/O.B.O. Andy 381-6018.
CATALINA 22 1985. Like new, never in salt water. Includes trailer. Galley, life lines, pulpits, deluxe interior & Honda motor. \$8,900/offer. (916) 891-8736 eves; 1-800 237-1419 days.		PETERSON 30 IOR 21.5 Winner 1974 1/2-Ton Worlds. 16 sails by North & Sobstad, 8 Barients, new micron bottom. Valid 1985 IOR certificate. Fully equipped for Class 1 ocean racing inc. liferaft. \$20K/O.B.O. (707) 431-7299 eves.
GLOBAL DELIVERIES USCG Licensed Captain and Crew Local/Long Distance Short/Long Term (415) 485-0351 Experienced Power/Sail Private/Chartered Boatyard liaison/Qualified shipwright 41 HARBOR ST., SAN RAFAEL, CA 94901		 BOAT LETTERING BEAUTIFUL, LONG LASTING & REASONABLY PRICED CALL FOR OUR CONVENIENT ORDER FORM (415) 552-2441
FREE ENERGY FROM THE SUN! Rugged modular solar panels designed specifically for marine use. Seawater-proof, step-proof and weatherproof. Attractive solid teak mounting rails and stainless hardware included. Call or write: M.I.CO., Box 1363, Lafayette, CA 94549. (415) 938-5322.		CHART PORTFOLIO SERVICES Chart Reproductions & Cruising Guides, covering entire Pacific Coast thru Panama, Caribbean, French Polynesia, Hawaii, New Zealand, etc. Guaranteed satisfaction for 1/5 original cost! Sample chart \$2. Free Portfolio Index. Backcards welcome. MAHINA CRUISING SERVICES , John Neal, Box 800-L, Friday Harbor, WA 98250. (206) 378-2393.
NEW 42-FT STEEL MOTORSAILOR, LLOYD'S SURVEYED Custom full teak interior. 80 hp Yanmar diesel. Unrigged; no spars, no sails. \$25,000 FOB Oakland. How? Build it in Bangladesh. Info and drawings: Alan Potkin, 2124 Kittredge #710, Berkeley, CA 94704 or tel. 540-6345 ext. 110 (leave message)		OFFSHORE CRUISING SEMINAR You can't afford to miss our only Bay Area seminar of 1986. Topics incl: Emergency & Tropical Medicine, Coral Piloting & Anchoring, Weather & Passage Planning, & more! Informative & exciting 20 hr. weekend seminar. \$25 single, \$145 couple. At the Tiburon Lodge, Feb. 22 & 23. MAHINA CRUISING SERVICES , Box 850, Friday Harbor, WA 98250. (206) 378-2393.
 READY OUTBOARD SHOP 245 GATE 5 ROAD, SAUSALITO NEW AND USED MOTORS Inflatable Dinghies and Tenders 9 to 5 (415) 332-5233		 PATHFINDER SELF-STEERING VANES Buy Direct From Manufacturer "Successfully Used for Years" Call Bill Paulson: 453-8722 454-9285 Western Sales Mfg. Co., San Rafael, CA

GARY MULL CUSTOM 45

'82. Aluminum cutter. A fast cruising boat with everything. Will finance or trade for R.E. 140K. For information, write Linda Biggers, 444 North Street, Healdsburg, CA 95448.

CAL 2-27 MUST SELL

1975. Clean. Great family boat. Seakindly. New cushions. Volvo-Penta inboard. Active 2-27 Association. \$24,000/best offer. (408) 735-0663.

CAPRI 30

Ultra-lite racer/cruiser with excellent trophy record. Includes never used Kevlar main and North invty, BMW dsl, fold prop, hydraulics, Kenyon rig, Barients. Fresh water sailed. '84 & '85. \$25,000/trade. 1-800 237-1419 d; 1-(916) 891-8736 e.

INFLATABLE FOR SALE

9-ft Boston Whaler inflatable. Never used or inflated. Quality boat. Includes floor boards, oars, and o.b. bracket. Located Coyote Point. \$650. (415) 324-1311; (415) 322-2708 eves.

TRAILER WANTED

Capable of hauling 13,000-lb sailboat, cosmetics unimportant, structurally sound. Phone (602) 832-3411.

CAL 25

Red 1966,7 sails, possible Honda outboard. Priced at \$6,000 for quick sale. John 482-3182; Cynthia 548-1631.

'71 COLUMBIA 26

One-third share partnership in boat moored at Gas House Cove for sale. \$4,000/offer. Call Bonnie (415) 775-4350 weekdays.

YACHTSWOMAN — BRITISH R.Y.A.

Yachtmaster Offshore certificate, extensive experience. European & Caribbean waters, chartering & delivery work. Superior gourmet cook. Wishing crew long passage or what have you. Diane Kirkland Swain (415) 485-1704.

BEAR BOAT 23-FT SAILING SLOOP

Great Bay sailer, sound hull, needs cosmetic work. Includes compass, Evinrude motor, stove, sails, masthead tri. \$2,100. Call James (415) 533-7155.

CAL 27 TO TRADE

For motorhome, property equity, trust deed, truck or ? Cleanest on the Bay. Km, ds, ship to shore, stereo, cockpit cushions, pressure water, automatic bilge pump, Volvo inboard. More. Must see and sail to appreciate. Asking \$16,950. Milt (415) 661-6518.

1/2 SHARE IN CLASSIC WOODEN SLOOP, 25-FT

Three month sublet with option to purchase. Golden Gate No. 7, berthed at Berkeley Marina. \$60/month. Tom 652-5036.

'74 NEWPORT 30-FT PHII

Race ready. ProFaired bottom w/micron 22. New paint on top-sides. Ulmer Koliuss sails. Must see. Asking \$28,500/B.O. S. Enzensperger, 104 Laurel Grove, Ross, CA 94947.

23-FT BEAR BOAT CHANCE NO. 47

Mainsail, jib & spinnaker, 7 Barient winches, anchor & line, Harken blocks, km, compass, 12-volt battery system, Konel ds, natural wood mast and boom. Removable galley set-up to race or cruise. 5 hp Johnson. \$8,500. Glenn (415) 333-2967.

SKIPPER NEEDS MATE

W/male, 38, seeks non-smoking slim fun-loving lady for sailing oriented relationship. Cruise Hawaii someday? Please call or write: Bob (707) 554-1811, 2020 Glen Cove Rd., Vallejo, CA 94591.

1976 DOWNEAST 38 CUTTER

\$69,500. Cruise ready. 100 gal. fuel and fresh water, propane stove. Aires vane. New 1985: Isuzu 40 hp diesel, eng, driven & AC refrig w/60-lb. freezer, 4 batteries 440 AH, Yamaha 500W generator, 9-ft IBC tender w/6 hp o.b., NCS SatNav, S. Pacific charts. *North Star* has been cared for with TLC. Interior and exterior cosmetically excellent. Mechanically sound with extensive equipment and spares. Call (808) 941-4880 for details.

1985 HUNTER 23

Fast, winged keel model, outboard, galvanized trailer with surge brakes, Trilux bottom paint, Harken mainsheet blocks, galley, portable head, main, genoa, sail cover. \$9,900. (408) 255-9059.

65-FT ALDEN MARCONI KETCH

Beautifully renovated ageless classic seeks a new owner/or partner. Modern facilities incl. fireplace. Excellent liveaboard & sailer. Motivated seller, flexible, willing to negotiate price or terms. Call Marlan or Ken (415) 827-5569; 685-1230 ext. 3222.

24-FT SLOOP

Excellent sailer. Has raced Master Mariners '84-85. Sleeps 2. Flush deck design. Good sails. Seagull o.b. Safety equipment. \$2,500 or possible trade. Days (415) 332-5478; eves. (415) 787-2771.

GO SMALL, SIMPLE, NOW

Rugged 26-foot Pearson Ariel prepared with circumnavigation in mind. Full keel, inboard Alberg design. New rig, rudder, recent survey. \$11,500 firm. Serious inquiries: (707) 874-3018.

REDUCED!**VALIANT 40 — THE IDEAL CRUISING BOAT**

Westerbeke diesel, autopilot, Loran C, Datamarine depth-sounder, VDO wind point/wind speed/wind direction/close haul indicator, Hi-Gain 55 channel VHF, refrigeration, propane galley, hot & cold pressure water, shower and more! \$116,500 or trade to smaller boat. Also: Kenyon stove w/oven: \$350; 8-lb Danforth: \$20. Tim Rogers (415) 332-4142 days; (415) 331-6378 eves.

COLUMBIA 26 MKII

3 sails, sail cover, almost new 8 hp motor, new head, depth-sounder, direction finder, radio, knotmeter, compass. Good condition. Sausalito berth. \$8,500 firm. Andy 381-6018.

COLUMBIA 45-FT 1974

Bristol condition, cruise ready, dodger, roller furling jib, cruising spinnaker, radar, Loran, VHF, autopilot, wind direction, speed, knotmeter, depthsounder, LP stove & oven, hot & cold running water. Refrigerator, microwave. \$139,500. (415) 930-7020.

36-FT WOODEN SLDOP

Built in Denmark 1961, Alan Gurney design. Mahogany on oak, teak decks, Volvo diesel. Class construction. Asking \$39,500. (415) 521-7471; (415) 523-2222.

SEARUNNER "FORTY" TRIMARAN

Fully equipped and cruise ready. \$65,000. (916) 989-2599.

YANKEE 30 ONE DESIGN

Classic wooden racer. Very fast in all conditions. Built by Stones in '49. Race rigged, one season on sails. Upwind Emeryville berth avail. \$4,500. Eves: Joel 465-2907 or Steve 532-9453.

LIVEABOARD A HARDIN 44 IN SAN FRANCISCO

Beautiful teak interior, custom carpeting and drapery throughout. Two showers and hot tub. Loaded with gear and cruise ready. Sleeps 6. \$129,000. (408) 294-8522.

36-FT SLIP PIER 39

San Francisco waterfront, upwind slip on B dock. Parking, security, showers, elect, phone, laundry, etc. 48-year lease, \$29,000. Tom (617) 639-2547 (mess)

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Excellent first sailboat. Hull and deck totally reworked and painted. New sail covers. Night lights added to mast. Real steady boat with torpedo ballast on keel. Call Marco (415) 237-0249. Asking \$2,500. Must sell.

CATALINA 36-FT SAILBOAT

1983 model loaded & clean. Must sell. Pay my loan balance of \$56,875 and its yours. Call evenings at (415) 875-7665.

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Sail one of the most sought after cruising boats on the Bay. This beautiful 46-ft, fully equipped wheelhouse cutter is ready for you. Still offered at the amazing rate of \$250/day. Lee Stephens Yachts. (408) 996-7050.

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Boat molds for cats, tri's, conventional. Sizes 8-ft to 46-ft. Some semi-finished boats. Fiberglass chopper gun w/cart, spray pots (15 gal), forklift, chain hoist, trailers, dollies, misc. Call George (415) 876-6576 weekdays til 3 p.m. Eves & weekends (408) 866-8752.

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2 EA. BARIENT 21'S CHROME \$100 each. 1 each Optimus Princess 2-burner alcohol stove with 2 drawer cabinet for Catalina 30'. \$50. 1 each Origo 3000: \$100. All used. (707) 554-1158.	WANTED Diesel/gas 30-40 hp w/heat exchange 2:1 or 1½:1 trans. Subject to bench test. Gardner 788-3120.	TRADE FOR MASERATI I have a 1983 Quatraporte and a 26-ft Ranger that I want to trade up for an Islander 36 or equivalent. (415) 786-2300, 654-0733 Fred.
MORGAN O/I 33-FT 1973 Documented; offshore cruiser/liveaboard. Monitor vane, full sail inventory, wheel or tiller, CQR Force 10 heater, refrigerator/freezer. Shower, hot/cold pressure water. Dec. haul out, hull painted LPU. Ready to go at \$39,500. (415) 728-5937.	CREW POSITIONS Exper. 45-ft New Zealand ketch returning home via Pacific could take 2 young male crew members, share living exp. Leaving San Francisco end March '86. Further details wr: Mr. A. Selkowitz, 28 Buena Vista, Corte Madera, CA 94925. (415) 924-0735.	PEARSON 323 1979 French gray hull, Volvo diesel, h/c press shower, Lectra San head, 3-burner CNG w/oven, wheel steering, chrome hooded compass, dodger, VHF, km/depth, cushions, custom upholstery. Coyote Pt. berth avail. \$47,000. (415) 369-0943.
CAL 2-27 1976. Excellent condition, Atomic 4 inboard club jib, double lifelines, cockpit cushions, stereo cassette, opening ports, swim ladder. Set up for great cruising. (209) 944-0944 or (209) 477-3979.	50-FT SEACRAFT 1921 Classic motor yacht, cedar over oak, copper riveted. Twin Chrysler Royal 8's. Hauled & painted yearly. Recent survey: needs TLC; still sound. New FBG topsides. Liveaboard & restore in picturesque Bay harbor, 20 mln. from S.F. \$9,000. 233-4690.	HERRESHOFF 38-FT LAUNCH Perkins diesel, 10 kts at lgph, fiberglassed strip planked, transom gate, swim platform, VHF, CB, safety equipment, low hours, highway trailer. \$18,500 or trade for repairable sports car(s), machine tools, etc. Jim Rudholm (209) 897-2757.
NEWPORT 28 Ideal Bay, Delta & offshore sloop. Fast, stable & comfortable. C&C design. 110, 135 and Club jib. Atomic 4, Sounder, Speedo, VHF, RDF, etc. Alameda Marina berth. Race or cruise this beauty. \$22,995. Contact George Roman (415) 284-9180.	NORSEMAN 447 MID-COCKPIT CUTTER 1984 Perry's finest. Hood Stoway & Seafurrls. Teak staving interior freezer-refrigerator. Magnavox SatNav. Autopilot. Windlass. 9 cabins, 2 heads. Huge inventory. Looks and sails like brand new. Save \$60,000. Call for details package. (213) 542-3242.	31-FT BROWN SEARUNNER TRI Fixed wing, cutter rig, West epoxy, propane stove w/oven, Paloma w.h. shower, 110/12v elect. 4 sails, 4 winches, excellent condition. Must see. \$25,000. (916) 644-4135 eves.
CAL 20 Upwind Berkeley berth, new motor, sails and bottom paint. Great Bay boat. Bill (w) 284-4871; (h) 254-0851.	CHEOY LEE OFFSHORE 27 Beautiful strong cruiser. Fiberglass, teak decks, Volvo diesel. \$19,500. 383-1543.	CATALINA 30-FT Excellent condition. Equipped. \$33,000. Can negotiate. Call Judie (415) 283-3837.
SAILOMAT SELF-STEERING GEAR Swedish new Sailomat 500 & Sailomat 536, never-sailed exhibition prototypes at reduced prices. 4 units avail. Strong. Simple to attach & handle. Superior perf. Sailomat is world's leading mfg of self-steering systems. San Diego (619) 454-9866.	1981 J/24 Excellent condition, clean, race rigged, radio, outboard, full sails, new jib. New "offshore" bottom paint, hand faired, lots of extras. Reduced \$1,000. \$15,000/OBO. Anxious to sell. (415) 946-0891.	LIFE RAFT YFC (Sea Jay Elliot) self-inflatable 6-person fully equipped in valise. US Coast Guard approved. Never used. Will deliver with new service and check out. Asking \$1,750. Must sell! 461-3437.
FOR SALE: M.V. BALLYELLEN New steel hulled canal boat, 4/5 berth, varnished interior, separate bathroom, modern conveniences, solid fuel stove/heating, BMC dsl eng. Price \$20,000. Contact P.R. Wilkin-son, Borris, Co. Carlow, Ireland. Phone 0503-73363, Knockroe.	NORDIC FOLKBOAT 25-FT Restored, good condition, full boat cover, most hardwares new, new spar & sails, Seagull o.b. Good Bay boat. Asking \$6,200, but will accept reasonable offer. (415) 992-0332.	SANTA CRUZ 27 Hull 44 with trailer. 4 Mylar headsails, 2 spinnakers. Sharp red LPU paint, new interior. \$17,000. Contact F.G. Monaghan (707) 554-8855.
SANTANA 22 Fully rigged w/10 sails incl: spinnaker gear & new 150% genoa. Johnson deep-shaft 6 hp o.b., tabernacle mast, knotmeter, many extras. Must sell! \$4,250/offer. (415) 842-0358 days; (415) 228-1848 eves/weekends.	BALTIC CRUISER Blt. Borressens, Denmark 1961. 30-ft sloop, flushdeck, ¾ keel, mahog. ply, glass over, new mast boom, rigging & sails, internal halyards led aft. Good shape. Must see to appreciate. \$8,000 or best offer. Pier 39 E102. (415) 392-3321, John.	CAPTAIN AND CREW AVAILABLE 100 ton license. College grads, Ham operator. Experienced in Mexico, Spanish, fishing, diving, cooking, maintenance, sail/power. Refs. For info call: (213) 596-3304.
MAST & BOOM Box spruce mast & boom. One year old. 47'3" mast & 16'7" boom. Extra heavy stainless chain plates & forks throughout. Both for \$750/offer. (415) 793-3121 Martin.	COLUMBIA 26 MARK II — \$9,250 10 hours on i.b. engine since overhaul, sleeps 5, ap, spinnaker, 2 jibs, 2 mains, dbl lower shrouds, 2 batteries, awning, 6 Barient winches, RDF, Speedlog, EPIRB, teak cockpit grating, deluxe interior. (707) 987-3741; (415) 435-5206; (415) 362-4181.	CREW WANTED Position available on well-equipped 38-ft sloop leaving April for So. Pacific. Anticipate 6 mo. rt. Enthusiasm, good attitude & sailing skills required. Ocean passage desirable. Share expenses. (415) 321-4786 eves.
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FEMALE CREW SEEKS SKIPPERS Attractive, intelligent, fun-loving crew, F, 36, hopes to start cruising approx. summer/fall '86. Meanwhile would like to meet/sail with daysail skippers and skippers planning voyages for 1986. Lee, after 7 p.m. (408) 720-8837.	TRADE 30-ft Alberg designed sloop for smaller boat, real estate or \$19,500. Financing available. Call (415) 537-9693.	82 J/24 7 sails, trailer, radios, new bottom, lake sailed. \$12,500. (209) 226-7611.
MARIAH 31 — CLASSIC Double-ender, full keel, cutter rigged. Yanmar diesel engine. Very spacious int. w/ample headroom. Sleeps 5 comfortably. Many accessories. Exc.1 cond. Berthed in beautiful Ballena Isle Marina. Must sacrifice at \$48,000/OBO. Stan (415) 349-5800.	VALIANT 40 Immaculately outfitted for world cruising. Meticulously maintained. Many, many extras. Full inventory. \$118,500. No sales tax, save \$7,000. Will trade for larger multihull. (602) 299-5920 evenings.	MAXI 95 (32) MAXINE 1976 Pelle Petterson/Sweden. Beautiful, comfortable, fast cruiser. 1,400 sold in Europe. Only one on SF Bay. Fully equipped: Volvo diesel, aft cabin, VHF, depth, Barients, many extras. \$38,000. Tiburon berth avail. Call Bob at 453-8555.

WET BOTTOM CHARTERS Come let us spoil you aboard our Ericson Independence 31 for a day sail on S.F. Bay with crew. A great gift ideal. Randy and Darlene Giovannoni. (209) 226-0310.	STUART E. RIDDELL Marine surveyor and consultant (415) 332-9036
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LAW OFFICES OF CORY A. BIRNBERG, MARITIME ATTORNEY Emphasizing Admiralty, General Civil Litigation, Vessel Financing, Federal Practice, Fisheries, Bankruptcy, Offshore Activities, Marine Insurance. 261 World Trade Center, Ferry Building, San Francisco, California 94111. (415) 398-1040.	RUN AWAY TO SEA — SOONER! There are still some berths available for our sail back to Hawaii from Tahiti, departing in early March. 5 weeks for only: \$2,000. Call (604) 738-2347 or (808) 949-4216 for details.

<p>COME, SAIL HAWAII 25' Nordic Folkboat, completely cruise equipped & in excellent condition. Sailed from Mainland, a magical boat with everything you need. She's ready to go. Owners changing lifestyle. (808) 935-5051, Russell or Rhea. Must sell. \$12,500. Aloha!</p>	<p>BEAUTIFUL 40-FT FIBERGLASS YAWL — A STEAL 3 cabins, 2 companionways, 2 heads, tiled shower, mahogany interior with fireplace, low hours diesel, electronics, lots equipment, meticulously maintained by liveaboard engineer. Cruise ready, rare SF slip. Yes, only \$44,000. 499-1690.</p>	<p>CAPE OORY 25D 1983, like new. Diesel with low hours. Sleeps 4. VHF, depth-sounder, knotmeter, genoa. Top quality throughout. Will finance or trade down. Must sell. \$31,850. (415) 524-5791; 237-9602.</p>
<p>CATALINA 27 Excellent condition. Inboard, new sails, ds, km, Sausalito berth, VHF, beautifully maintained inside and out. \$16,500/B.O. Call Gordon 642-2332 days; (916) 756-7273 eves.</p>	<p>SERIOUSLY SELLING SOLARS 1986 Columbia 36-ft. \$39,500. 1980 Transpac vet. Sloop, recently hauled, diesel, windvane, autopilot, wheel steering, h/c pressure water, shower, refrigerator, VHF, propane stove/oven, much more. Club jib, easily singlehanded. I lived on board for 7 years, a great boat. I'm busily acquiring a family and a larger boat. Call Ted, M-F days, (415) 326-1430.</p>	<p>1/5-INTEREST FREE Pearson 22'6". I own boat outright, need split on expenses. Come by for free sail, Oyster Point, S.S.F. James Frederick Hoagland, 521 Woodrow Avenue, Santa Cruz, CA 95060.</p>
<p>WANTED Reverse gear for Volvo Penta MD2B. Prefer mono shift 1:1. (916) 777-6385 evenings.</p>		<p>QUICK SAIL 1977 Payne 9.6. Sleek, stiff 32-ft racer/cruiser. Lux. teak int. H/C press. water w/shower. Electrasan head, Volvo dsl. 5 bags Pineapples, 7 winches, electronics, loaded. Upwind Berkeley berth. Priced to sell at \$31,700. (415) 490-7678 after 6 p.m.</p>
<p>VENTURE/McGREGOR 25 Trailerable, swing keel sloop. 7.5 hp Honda, trailer, main, jib, 150% genoa & VHF. Too many upgrades to list. A great Bay boat that gives you the freedom to sail other bays & the lakes too. \$8,000. Oays (408) 721-4508, eves. (408) 224-0569.</p>	<p>BEAR NO. 46 YOGI 11 bags of sails refastened 6/82, new running rigging, custom boom, beautiful to see and sail, Harkin blocks, Shaffer traveler, knotmeter/log, compass, new cushions, interior paint & cabinets. 552-5580 weekdays; 585-2291 evenings.</p>	<p>CATALINA 27 — BOAT SHOW SPECIAL! Priced a new sailboat lately? Wow! Why not buy mine: sails fast, lots of new gear, beautifully maintained, half the price. Sailaway for \$16,500! Sausalito berth. Call Oave for test sail appointment. Call now. Let's make a deal! 383-7537.</p>
<p>CATALINA 27 SPLASHDANCE Liquidating assets. '84 expertly maintained. Model 18 dsl., 40 hours, am/fm cassette, kelly green int. Brass accessories. Lots of extras. A pleasure to own & sail. Possible Coyote Point berth available, near Gate 10. \$28,995. 342-9373 after 5:30.</p>	<p>ARIES 32 Excellent condition. Asking \$35,000. Evenings (415) 454-3325.</p>	<p>RANGER 26-FT 5 bags of sails. Merc 7.5 o.b. Two 6 gal. tanks, anchor plus 200-ft of line, VHF, Fathometer, cushions, life preservers, radio, anchor light, etc., etc. \$11,000. Call Mike or Helen (415) 343-5197.</p>
<p>CRUISING SAILS 9 oz. main, 39½x13': \$300; 7½ oz. genoa, 43'x26' (38' leach): \$400; 5 oz. light genoa staysail, 27'x14½' (27' leach): \$125. (415) 236-0489 or 237-8302.</p>	<p>1973 ERICSON 32-FT (DIESEL) OK, you've read the ad for 2 months now, this is a cherry boat! Can't believe the boat show prices? Want to wait for summer prices? Buy now and save bucks. \$29,000/offer with \$19,000 assum. loan. Redwood City liveaboard berth. I have 2 boats now and want to sell by March 1st. Call Hal at (415) 463-0431 days; (415) 369-7447 evenings.</p>	<p>CREW WANTED MARCH & APRIL '86 Sail from the Caribbean to Mexico & San Francisco. Superb 46-ft cutter. Good crew. Share expenses. Write to: 570 Grizzly Peak, Berkeley, CA 94708.</p>
<p>CAPRI 25 '82 ULOB by Catalina. Immac. cond. Tandem trailer. 110, 150, main, spin., km, depth, VHF, shore power, pres. water, Porta-Poti, table, sleeps 5, headfoil, stern pulpit, nav. lites, bilge pump, lifting sling, race/cruise ready. \$13,500. (206) 228-7267.</p>		<p>CATALINA 30 1981. Diesel, VHF, km, depth, 2 headsails, whisker pole, wheel adj. backstay, oven, 2 freshwater tanks, shore power. \$32,500. Jerry (415) 837-3900.</p>
<p>20-FT MIRAGE 5.5 1981. Top condition. Main w/jiffy reefing, 100%, 155%. 5 hp o.b., trailer, potty, sink, 4 berths, anchor, chain & safety gear w/lifelines & more. Easy rig & launch. \$6,200. Auf Wiedersehen (209) 486-7003.</p>	<p>WANTED Boat suitable for afternoon Bay sailing and fulltime liveaboard. Willing to consider a wood boat and/or a fixer-upper. Offering \$1,000 down and \$300/month. Call Rob Jones at (408) 743-0420 before 2 p.m.</p>	<p>NESTING DINGHY A 10-ft LOA x 4' beam hard dinghy. Separates into 4 portions that nest one inside the other for a 4'x3'x16" storage package. Call for details. \$450. (415) 236-0489 or 237-8302.</p>
<p>ERICSON 30+ PARTNERSHIP Become a partner in a beautiful, well-maintained 30-ft sloop. Luxurious teak cabin sleeps 6. Full head, shower, digital electronics. Spinnaker, 3 jibs. Emeryville berth. Low buy-in and monthly payments. (415) 894-0560 days; (415) 671-7289 eves.</p>	<p>FOR LEASE Timeshare our 30-ft Catalina located in Emeryville. Cruise equipped with diesel, CNG stove/oven, jiffy reef, etc. \$160 per month for 7 days with no main finance or upkeep worries. Call Jim at (415) 933-7900 or (415) 820-2126.</p>	<p>FANTASIA 35 Bristol cruising/liveaboard cutter/sloop. Ready for world cruise. Autopilot, autohelm, wind vane, 235 gal/water, 1200 miles range, dinghy w/motor, dodger, center cockpit, aft cabin, much more. Must sell, leaving USA. \$63,500/offer. (415) 523-8269.</p>
<p>VALIANT 40 \$98,000 Excellent maintained Valiant 40. Cruising ready. Extensive equipment listing including VHF, ds, SSB, survival liferaft, boat covers, Avon Redcrest, stereo. New rigging, new upholstery. Eves. (408) 867-1329.</p>	<p>PEARSON ARIEL 26-FT SLOOP 1964. Atomic 4 inboard, LPU paint to sides & deck, 6 bags of sails, 54 channel VHF, am/fm stereo, 110 hookup, battery charger, financing available. (415) 583-2051.</p>	<p>SEATTLE — SAN FRANCISCO SWAP Competent owner of Islander 36 wishes to trade equal time on similar boat on the Puget Sound. You sail S.F. Bay, I'll sail the San Juans for vacation. Located in Sausalito with beautiful view of the City. Call Tim (415) 331-6234.</p>
<p>ERICSON 29 BMW dsl, Tillermaster, Loran, dsl stove, VHF, Fatho, dinghy, coldplate refrig., windlass, dodger, doc., boom gallows, wood stove, cushions, teak/holly sole, 4 sails, 35-lb CQR, 200' 5/16 chain, 20 Danforth, km. \$21,300. After 7, (805) 658-2751.</p>	<p>CLIPPER MARINE 32 Fresh bottom paint. Very clean. H&C water shower, separate aft cabin sail drive, depth & knotmeter, wheel steering. Just surveyed for \$20,500. Asking \$18,500 partial + trade. Paul (707) 552-8444; (707) 642-3307.</p>	<p>INGRID 38-ft Blue Water cutter. Recent survey. SatNav, VHF, RDF, Ham, fathometer, log, monitor self-steering, Tillermaster, CQR, Dan-forths, Volvo diesel MD2B, Avon raft, 8 sails. Cruise ready! \$87,000. (415) 236-4682.</p>
<p>40-FT SLIP AVAILABLE Emery Cove Marina, Emeryville. Avail immediately 40' upwind dbl-finger berth. Amenities incl: dock box, 50 amp power, water, outlets, phone jacks, showers, washer/dryer & icemaker. \$190 per month. 272-9477, leave message.</p>	<p>PIER 39 — BOAT SLIP — 36' San Francisco waterfront. Rent a 36' upwind facing slip for \$180/month, short or long term. Telephone connections, discounted parking, security guards, showers, shopping center, restaurants and a view! Call (415) 523-9638 evenings.</p>	<p>FOR SALE Very clean 1981/82 Catalina 30 with excellent options. Diesel, Oatamarine digital instruments, Electrasan head, painted spars & much more. Available now for spring sailing at \$32,500. Call John at (415) 843-6846 or (415) 229-2227 after 6 p.m.</p>
<p>CRUISE ALASKA'S WILDERNESS Comfortably-equipped Morgan OI28 available for bareboat charter. Located 35 air miles from Juneau and only 4 hours by boat from Glacier Bay National Park. NORTHWIND SAIL CHARTERS, Box 185, Hoonah, AK 99829. (907) 945-3219.</p>		<p>WESTSAIL OWNERS ASSOCIATION Regional rendezvous, Newsletter, Races, Westsails For Sale list \$10, dues \$12 per year. Contact George Bachman, P.O. Box 112, St. Mary's City, MO 20686.</p>
<p>GENERAL MAINTENANCE Varnish Specialist Upkeep programs tailored to your needs. Audre Beauchamp (408) 736-1637 (I cover the entire Bay Area)</p>		<p>BUILD YOUR OWN BUSINESS Without leaving your present job. Synthetic oil dealerships for \$35.00. Unlimited earnings. Specially designed marine engine oil, marine gear lube, etc. Free information: Vincent Platania, Dept. 38, Rd #3 Box 53, Highland, New York 12528.</p>
<p>MARINE SURVEYOR BRIAN O'DONOGHUE Consultant Appraiser Phone (415) 461-6347</p>		<p>ENJOY A YACHTING VACATION on the Bay or Delta aboard my beautiful 43-ft sailboat <i>Compass Rose</i>. Sleeps six. Shower, refrigeration, stereo, instruments. \$175/day midweek. \$200/day weekends. Special weekly rates. Call Jon (415) 427-5499.</p>

RANGER 22 Sharp boat with lots of gear. All North sails (6), Harken blocks and cleats, like new Johnson 4 hp o.b., EZ-Loader trailer, and a lot more. \$10,200. Evenings (408) 245-4671.	SANTANA 22 Dodger with full Delta canvas. Keel bolts, chainplates and standing rigging replaced 1984, all s/s. Sails new 1983. VHF radio, depthfinder, compass. 4 1/2 hp 1980 Johnson outboard. Martinez berth. \$4,900. R.S. Otis, 4491 Adelia Ct., Concord, CA 94521.	28-FT PEARSON TRITON \$11,000. Fiberglass sloop with upwind Berkeley berth. Has VHF radio, compass & 5 sails including spln. Races one-design on S.F. Bay. Needs engine work and paint. 829-0780.
H-28 KETCH Double teak planked, copper rivetted, Monel keel bolts, hardwood deck, air-cooled diesel, 2 burner Optimus, diesel heater, interior as is or to your specs., depthsounders, VHF. Berthed Aeolian YC. Chuck 523-2586 weekends.	SAVE 10% — NO BROKERAGE FEE! 1970, 31-ft Cheoy Lee ketch. 30 hp diesel engine. Sleeps 5, fully equipped, head, alc. stove, 60 gal water tank. Dodger. Teak decks. Wire to rope halyards, new lines throughout. Anchors bow and stern. Depthfinder, VHF radio. \$37,750 or Best Offer. (707) 864-2095 leave message.	1929 STEPHENS CRUISER Beautifully restored classic. \$25,000. For info call (415) 922-7388.
WESTSAIL 42 LOA 42-feet, 11 inches, B 13 feet. Center cockpit, aft cabin, ketch, excellent. \$99,999. (916) 893-9243.		34-FT GAROEN KETCH 4-107 Westerbeke 4 cyl. diesel. Good cruise boat. Oyster Pt. Marina. \$35,500. For more information call (408) 745-1790, ext. 336 between 7 a.m. and 3 p.m. or (209) 892-2230 weekends.
SEEKING FEMALE SHIPMATE Australia, New Zealand, etc. Non-smoker, 30's or ? Children O.K. Experienced, competent skipper. Solvent. 43' steel schooner. New. Help me fit her out. Will answer all replies. C.O. Smith, P.O. Box 53, Joyce, WA 98343.	1984 O'OAY 23 Never been in the water. Including main and jib sails, enclosed head, new 9.9 hp electric start engine, new tandem trailer with surge brakes, plus many extras. \$16,995. Gary (415) 591-6587.	SANTANA 22-FT Extra sails, including spinnaker gear, new 150% genoa. 6 hp o.b., knotmeter, tabernacle mast. Hull No. 204. \$4,500/offer. (415) 842-0358 days; (415) 228-1848 eves/weekends.
12.5 KW KOHLER GENERATOR 4-107 Perkins diesel in very good mechanical condition. Generator needs some work. (707) 263-4167 eves.	1984 O'DAY DAY SAILER Fast, fun sailboat. Includes main and jib sails, cuddy enclosure, locking doors, and new trailer. Used two times. Like new. \$4,600. Gary (415) 591-6587.	REAL ESTATE TRADE CA/WA For this beautiful quality-built 48-ft Maple Leaf w/teak interior & decks. Airex hull, 400 gal water tank, 330 gal fuel, radar, Loran C, ap. R.E., collector autos, part down w/owner financing. \$169,500. (408) 286-4000; (206) 678-6250.
CAL 20 Classic midget ocean cruiser, well-maintained, exc. Bay sailer, 4 berths, new main & jib, new rudder & tiller, new winches, new standing rigging, bottom paint '85, anchor, Evinrude 6 hp, many extras. Richmond slip. \$4,800. (415) 355-9193 after 7 p.m.	FOR SALE Wilderness 21. \$6,000/B.O. Boat & trailer, 5 sails incl: spinnaker & gear, compass, knotmeter. 1 year sublet in SCYC dry storage yard available. Contact: David Roberts, P.O. Box 2235, Santa Cruz, CA 95063. Message (415) 657-7100.	ERICSON 28+ 1982. Excellent condition. Diesel, wheel, compass, depth, knotmeter, VHF, pressure hot/cold water, shower. New bottom paint coming in Feb. \$41,500. John (415) 372-8991.
LOOKING FOR A COMFORTABLE ROOMY LIVEABOARD? Lots of storage space, inside steering, hot & cold pressure water, teak Int., bright & sunny. 39' Pilothouse cutter, 60 hp Isuzu engine, well-maintained, perfect for cruising & serious sailing. \$77,000. (408) 988-1173 eves; (415) 659-9128 days.	DESPERATELY SEEKING SAILMAKER Computerized, technically oriented Bay Area sail loft seeks sailcutter. Trainee with aptitude for details, use of patterns, and good mechanical skills will be considered. Experienced sail repair person also needed. Please call Sobstad (415) 234-8192.	WESTSAIL 32 Beautiful condition with spotless factory finished interior, ready for cruise or liveaboard. Lots of extras including Aries vane, autopilot, Loran, Avon w/motor, h&c pressure water, shower and more. \$55,000 or make offer. (916) 383-6758.
RACER/CRUISER — MORGAN 27 Super condition. Rigged for singlehanded sailors. Very competitive, fast, comfortable and forgiving. Best sailing 27-ft boat in the Bay. \$18K gets you all you have been looking for. Call (408) 354-4729 evenings.		COLUMBIA 34 Cruise or liveaboard. Berth in Hawaii. \$40,000. Write: P.O. Box 31206, Honolulu, HI 96820 for full list of equipment.
MUST SELL Well equipped & maintained 26-ft Columbia sailboat. A strong, safe & comfortable boat ideal for coastal cruising. Owner moving to larger boat. \$11,950/O.B.O. Tony (408) 724-5611 days; (408) 429-8983 evenings. Call for equipment list.	FOR SALE C.J. Hendry 6-man liferaft with EPIRB in cannister: \$995. Four safety harnesses: \$50. Will delivery anywhere in Bay Area. (415) 881-4680.	BLUE STREAK Great buy. Modified Cal 39. Complete sail and electronic inventory for ocean sailing/racing. Transpac records. Call for appointment. (415) 284-1175.
NACRA 5.5 CATAMARAN Beat-up Hobie/Prindle 18's in your spare time. Stock 18 square-meter raceboat. Includes Eckles harness & beautiful custom-built trailer. All in immaculate condition. Easy to sail, incredibly fast. Sacrifice at \$3,950. Steve (415) 583-9165.	SKIPPER NEEDED To crew on my cruise-equipped boat to Hawaii early spring and return the boat to San Francisco. Must be insurable. Send qualifications, references and fee requirements to P.O. Box 660215, Sacramento, CA 95866-0215.	CORONADO 25 Excellent condition. VHF, knotmeter, two sets of sails, boat bath, 7.5 Evinrude (1984), plus lots of extras. Sleeps five. In San Francisco berth. (415) 661-2610.
CREALOCK 37 CUTTER Custom interior or teak and oak. Diesel, 8 sails, vane, autopilot, SatNav, Avon liferaft. Fully equipped for serious offshore sailing. Located in San Diego. Asking \$89,000. (619) 270-8851 recorder/day; (619) 454-7726.	'82 COLUMBIA 50 CUTTER SECOND WIND SatNav, VHF, Ham, radar. Custom teak interior with lots of storage. A fast comfortable cruiser handled by two. Documented. One owner. All USCG safety equipment and more. US built by American standards. 50'x13'x7'6". Cruise ready! \$139,000. For inventory list and details call (415) 872-2689 or 824-6654. Will consider part trade.	24-FT NEPTUNE SLOOP, 1980 Honda o.b., VHF, head, 2 sinks, sleeps 7. Excellent condition. \$9,000. (415) 325-0553 days; 851-1411 eves.
CATALINA 27-FT 1975. Atomic 4 engine, many extras, immaculate, available berth. I do not think you will find a nicer 27' anywhere around. \$15,900. Days: (408) 996-5280; eves: (408) 737-1119.		MOORE 24 Completely equipped & in excellent condition. Includes new mast & all rigging, new o.b., VHF, RDF, depth, knot, all MOB gear. With Berkeley slip. Must see to appreciate. Priced reduced to \$15,000. Evenings (408) 245-2877.



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MORGAN 38 Two-boat owner. Anxious to sell. Best price on the west coast. Call now to avoid the Spring rush. Excellent Bay sailer, liveaboard or world cruiser. Well equipped. Excellent condition. Any reasonable offer considered. (415) 321-4074.	O'DAY 22 Excellent condition, well built sloop. New Forespar mast, Johnson 6 hp o.b. Sleeps 4. Good Delta & Bay cruiser, fixed minikeel, blue deck, white hull, stainless steel bow pulpit. Single axle trailer. \$7,500. Call (916) 372-0260 days.	CREW POSITION WANTED Female looking for well-equipped sailboat heading south, Mexico and preferably beyond. I'm 32, flexible, hardworking, dependable, some sailing experience, enthusiastic & fun, with lots to offer. Can leave March-June. Jill (805) 967-1564 eves/wkends.
1980 30-FT IRWIN CITATION SLOOP — \$36,000 Yanmar diesel, nav station, 4 sails, VHF, compass, depth-sounder, knot log, windspeed, am/fm cassette, wood stove, h/c pressurized, shower, refrigerator, telephone, immac. cond., fabulous liveaboard & cruiser. S.F. berth. (415) 421-3055.	LOVE COSTA RICA Got married, I can stay but my Cal 34 sailboat can't. Has whl, dsl, SatNav, autoipilot, plus more. Come & sail it away. Only \$27,500. Write to: Leonard Carlson, P.O. Box 249, Puntarenas, Costa Rica.	1963 — HERRESCHOFF KETCH Double-planked mahogany, copper rivited. 6'3" headroom, Atomic 4. 5 sails including spinn. Full boat cover, original owner. Perfect condition. \$17,000/offer. (415) 331-0292.
CAPE OORY 36 Beautiful condition. Better than new. Classic Carl Alberg design full keel performance cruiser. Includes 8' sailing dinghy, hand-rubbed varnish inside & out. Plus more than 50 other extras. \$85,000. (40K below replacement). (415) 234-7546.	URGENT! CREW POSITION WANTED Must meet girlfriend in HI. Looking to crew on sailboat leaving Feb-April. I'm adventuresome, hardworking, enthus., entertaining, can cook well, some sailing exp. Will leave from anywhere on west coast. Reliable, share exps. Wayne (805) 438-5235.	1979 LANCER 28 28-ft Shad Turner designed shoal draft sloop. Wheel steering, 9.9 hp o.b., stove, VHF, ds. 6'2" headroom & berths for 6. Berthed in San Leandro. \$12,500. Days (408) 721-6740; eves (408) 249-3193.
SANTANA 22 OWNERS Enjoy your boat more by belonging to the Santana One-Design Association (SODA). Monthly newsletter, racing, group cruises, seminars and other social activities. To receive information, call (415) 521-1020 and leave your name and address.	38-FT GAFF KETCH Heavy glass const., diesel power, 95% complete. This is a real deep water boat and a fabulous deal for the right party. \$57,000. (415) 968-2921.	MODIFIED 1973 SANTANA 25 Wings added to keel. Stiff. Fully equipped for cruising. 8 bags, 5 Barients, knotmeter, shore power, pulpits, lifelines, safety stuff. New: anchors (2), depth, 4 hp Mariner, 2-man inflatable. \$7,500 firm. (805) 969-1552.
CREW WANTED Position available on well-equipped 38-ft sloop leaving April for So. Pacific. Anticipate 6 mo. RT. Enthusiasm, good attitude and sailing skills required. Ocean passage desirable. Share expenses. (415) 321-4786.	\$1,500 DOWN, \$195/MONTH 26-ft International Folkboat. Fiberglass hull. Aluminum spars. Well made, forgiving coastal cruiser. 16 hours of lessons no charge. \$15,000 value at \$13,950. (415) 837-1399.	PEARSON 33 Launched 1970. Designed as an offshore racer/cruiser, this boat has had exc. care, have all records of maint., etc. since 1974. New eng., rigging & Sutter sails. Will finance & will consider all creative offers. \$33,500/OBO. (415) 459-3268 after 6 p.m.
51-FT LOA 1952 CLASSIC PILOTHOUSE GAFF SCHOONER Cypress. Comfortable liveaboard. Mahogany/teak interior, fireplace. Loaded world cruiser, recent refit. Excellent survey. \$69,000. Terry Ogle, P.O. Box 5104, Westport, OR 97016. (503) 728-2374.	25-FT VERTUE Famous world cruiser. Many extras. Great deal, very low down payment. Recent survey. Call for information. Days (415) 755-5794; eves (415) 386-4866.	
CHEOY LEE FRISCO FLYER 26' well maintained, recent haul-out & survey. F/G hull, teak decks, stainless rigging, Atomic 4 eng., sleeps 4, 2-burner stove, 25 gal water, ds, bow pulpit & full canvas cover. \$15,000. (707) 887-1906.	PERFORMANCE SAILING — MOORE 24 Moore 24, the original ultra-light, makes no compromises in performance or construction. After 15 years, other manufacturers are still trying to build boats that will outperform a Moore 24. Their only solution — bigger, (i.e. more money). There are two types of performance: 1) Moore 24, and 2) everything else. You can have Number 1 for only \$14,500. <i>Flying Circus</i> with everything included is a bargain. Call Roger at (415) 387-4590 and make your offer.	OLSON 30 New boat. Must go. Full factory warranty, hull no. 242. 5 bags North sails. Loaded. Must see to believe. Will consider smaller boat in trade. \$27,900. (916) 583-9420.
FOR SALE Hans Christian 43 Cutter, 1981. \$120,000. Sausalito liveaboard berth. 332-4722.		CAL 34 — \$29,000 Great for cruising: sleeps 6, gimballed stove, Lectrasan head, rigged for racing: 3 spinnaker w/gear, nr. new main (2 reefs), nr. new furling headsail. Backstay adj., 10 Barients winches, VHF, windguide, etc. 40' Tiburon berth. (415) 435-2777.
CHRYSLER 26-FT Late 1978 A-1 conditon. Galley, sink, stove, icebox, enclosed head, water & electrical shore connection, freshwater tank. Sleeps 6. Full headroom. Anchor, line, lifepreservers. Sausalito (Marinship) berth. 7 1/2 hp Evinrude. \$10,950/Offer. 383-3268.	WANTED — TRAILER FOR DOLPHIN 24 Trail-Rite or other manufacturer's tandem wheel trailer designed for S&S Dolphin 24. For long-haul use — must be in good condition. Hal (702) 267-3025.	26-FT FULL KEEL SLOOP Pearson Arlel. Yanmar diesel. Spinnaker, 4 jibs, good maln. Good condition throughout. Permanent rent-free mooring. Must sell: I'm in Seattle, Sparrow Is in Monterey. \$8,750 takes her. Call Tim (206) 367-0988 evenings.
1980 FREEPORT 36 Hard to find v-berth/quarter berth layout. Roller furling, autopilot, dodger, liferaft, 6 sails, VHF, SSB, ham, data marine, Loran, much more. Price \$77,000 inc. one year free berth at Sausalito Yacht Harbor. Call (707) 823-1151 evenings.	30-FT FOR \$10,900 Very clean Clipper Marine 30-ft. Complete dodger, 4 sails, marine radio, depth gauge, 15 hp Johnson, dual batteries, galley, head, stereo, sleeps 5. Great Bay & Delta boat. Owner anxious. (415) 671-7203.	CHRIS CRAFT 26 '67 Plastic Classic, Sparkman-Stephens design. Standing headroom. '81 9.9 Honda in well. 3 Hood sails. Many extras. \$10,000 or may trade down. (209) 941-8118/466-4388.
ISLANDER 36 Commissioned winter 1972. This popular class, one-owner boat is fully equipped and has had excellent maintenance. Outstanding boat for cruising/racing. \$41,500. (415) 574-1208.	BOAT PARTNERS WANTED For an Islander Bahama 24-ft in excellent condition. Sausalito berth, many extras. Responsible people with sailing experience wanted to share boat at low cost with current partner. Will also sell entire boat. Call Dave at 334-0258.	ISLANDER 36 — FOR SALE Blue hull, teak interior, Perkins 4-108 diesel. Radar, autopilot, Loran, 2 VHF radios, much more. Ready to race, cruise or liveaboard. Very good condition. Exceptionally equipped. \$59,900. (707) 445-0075.
STEAL THIS BOAT Moore 24. Race ready. Best offer over \$10,000. 381-3342.	1982 CATALINA 25 Well maintained, in good condition. VHF, depth, compass. Two mains with 110, 150 genoa, whisker pole, 2-speed primary winches, halyards led aft. Marine head, shore power, new mast, teak cabin floor. Must see. \$14,700. Dan (415) 799-0643.	HANS CHRISTIAN 43 PARTNERSHIP Seeking partner for 1/4 interest in 51-foot cutter. \$10,000 plus \$425 per month covers all expense for 1/4 interest. Sausalito location. 332-4722 or 388-5321.
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ISLANDER 28 Original owner is moving to the desert and must sell. 1977, wheel steering, VHF, sleeps 6, stereo, Sutter & Dewitt sails, gas. \$26,500/D.B.D. (707) 838-6669 days, Bruce.	WORLD CRUISER Custom over-built Islander 37 f/g sloop. Absolutely gorgeous & ready to go anywhere. Equipt w/radar, SSB, Loran, VHF, RDF, liferaft, Avon w/o.b., RVG windvane, ap, 2 fathometers, 4 bilge pumps, 3 compasses, 2 electric 24v windlasses, 4 anchors, 400' high tensil chain, 7 sails, 2 sun awnings, new Yanmar diesel w/less than 200 hrs, 24v & 110v generators, 12v & 24v battery chargers, 12v-110v power inverter, microwave, wood-burning stove, shower w/fresh/salt hot water, built-in vacuum, complete Hoopa diving system w/back-up compressor, Tamaya sextant, dodger, boom gallows, oversize rigging thru-out, running back stays, Airex, etc. Recently upgraded & absolutely bristol! Giving it away at \$59,500. Trades considered. (805) 995-3564. Hurry — won't last long!	OWN A 24-FT ISLANDER BAHAMA? Like to own a 24-ft Islander Bahama? Want to crew on one of the best "Plastic Classics" on S.F. Bay? Information on membership in the Islander Bahama is available by calling Sandi Harris 922-6334. \$27,500 30' full keel world cruiser, f/g sloop. Excessive inventory includes: 7 sails, ap, ds, SSB/RX, AM/FM, VHF, knotlot, compass, dinghy. Just cut your lines and go, needs no work. Must see to appreciate. Berthed S.F. (415) 391-7066.
CATALINA 27 1981. Inboard diesel, 3 sails, LPG gas gimballed stove, VHF, sounder, knotmeter, dinette cabin, excellent boat. Now berthed at Alameda. Asking \$21,500. Call Ron Hitchcock, days (415) 635-3500; eves. and weekends (916) 392-0425.	YOUNG MAN, STRONG AMBITIOUS AND HARDWORKING To apprentice boatbuilder, work on completion of beautiful wooden boat. Low pay and lodging provided. Job can work into workaway position on world cruise on yacht when completed. M. Petersen, P.O. Box 10114, Honolulu, HI 96816.	J/29 Fast boat, growing fleet, 15+ boats. 8 sails, 2 Plastime compasses, Signet knotmeter, 10 hp o.b., complete interior. Excellent condition. Owner will finance with a great lease/purchase plan. Buy now for spring sailing program. (415) 321-4074.
FAST AND BEAUTIFUL 1982 Hunter 25 racer/cruiser for sale. Perfect first boat. O.B. VHF, ds, knotlog, compass, 4 sails, roller furling, low maintenance, like new. \$16,000/DBO. For details call: 769-1381 evenings and weekends.	BRISTOL 29.9 1979. One owner, beautifully maintained, great ocean/Bay cruiser, diesel, radio, knotmeter, depthsounder, main, gib, flasher w/sock, dodger, much more. Haulout & survey 7/85. \$42,750. Don (415) 772-1532 days.	"DANCING BEAR" 23' Bear sloop. Fully equipped for ocean cruising, Bay sailing or racing. Has cruised Mexico & Sea of Cortez. Comfortable, well layed out. Have lived aboard 2½ years. Need to sell this boat. \$9,500. 331-5410 Dave. Excellent condition.
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BEGINNER'S BAY BOAT 1979 U.S. Yachts 25. Like new condition. Fully loaded, Coyote Pt. berth, full galley, head, 7.5 hp o.b., ds, VHF, 5 bags of sails, spinnaker gear, etc. Desparate at \$13,500. Call Terry, days (408) 733-9295.		ETCHELLS 22 Ready to race. Winning history. Latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down and \$200/month. Call (415) 548-4159; (415) 547-0685.
HANS CHRISTIAN 33 Sylvia B, hull No. 4. Depthsounder, speed, knotlog, 24 ch VHF, windspeed & direction, 2 anchors, press water, diesel engine, safety equipment and more. \$86,000. Going bigger. Call days (415) 671-1881; eves (415) 229-1809.	28-FT WYLIE HAWKFARM 1976 performance sloop, diesel, custom paint, mahogany int. Excellent condition. Sacrifice at 22K. Michael 648-8819 eves and weekends.	25-FT CORONADO 15 hp Johnson, rigged with internal controls, RT, stereo, full galley, elec/alcohol 4-burner, barbeque & many other amenities. Delta berth. Leaving town, must sell. \$7,500 or best offer. Call (707) 255-5032 or (707) 253-0324 for message.
ISLANDER 30 II Coyote Pt. berth. Set up for Bay and Delta cruising. Includes radio, depth, knot, pedestal steering, 5 winches, dodger, 150, spinnaker plus working sails. Dinette interior, cockpit cushions, and sun shade. \$29,500. Eves 948-6935; days 365-0412.	WANT TO LIVEABOARD! Nervous, prospective boatowner wants to try it first. Want to rent cabin in a wooden powerboat (50'+) for 6 months. I work in Alameda. Want involvement in maintenance work to get a feel for the requirements. 831-9721.	28-FT CRUISING SLOOP — CRUISE READY!! 75,000 mi. vet. NZ built of Kauri. All new rigging, bottom paint, dodger & weather cloths. 7 sails, vane, all charts & nav. tables, 2 sextants, f/g dinghy, Yanmar diesel. Reduced to \$28,000. 332-0278, message.
LOOKING FOR PARTNERS Folkboat. Upwind Berkeley slip J320. Good condition. Dwner looking for partner(s). Will assist in sailing instructions. Fun Bay boat. Dave (415) 530-0501 evenings.	RANGER 23, 1974 Exc. cond. Well equipped. Great race or cruise boat with active club. Has spinnaker, anchor, radio, stereo, 6 hp Evinrude, stove, sink, dinghy, SSF slip available. \$10,500. John (415) 726-0173 evenings.	CHARTER PROPERTY — PEARSON P-32 '82. Sausalito berth, keep in charter for tax benefits, 11 hp diesel, stereo, ds, 2 km, very clean, fast racing/cruiser. Main w/2 jiffy reefs & 110%. Will haul & paint bottom, int. refinished, manufacturer financing avail. \$56,000. (415) 494-1408.
TRADE 26-FT SCHOCK '66 full keel sloop, great Bay sailer. Porta-potti, depthfinder, 6 hp Evinrude, sleeps 4. Berthed at Alameda. For: Smaller sailboat & trailer or \$4,500. Owner financing available. No serious offer refused. (415) 538-6333 anytime.	C & C 36 Cruise, liveaboard or race and win. Diesel powered 1979 sloop. Fully equipped. 11 Barients (4 self-tailing), 5 bags Pineapples sails, spinnaker gear, rod rigging, 2 anchors with chain and rode, bow roller, stern boarding ladder, Avon Redcrest, hot/cold pressure water, shower, gimballed brass lamps, customized teak interior fully stocked, stereo, VHF, Nav station, Signet KM, WP, WS, Impulse DS. Maintained and upgraded to better than new. Bristol condition. \$62,000. (415) 435-1207.	1973 CONTESSA 26 Sturdy f/g full keel sloop. English designed for North Sea. Double reef main, 4 headsails, spinnaker, 7 hp gas i.b., VHF, Lewmar winches, more. For photos & complete info package. (408) 649-8000 days; (408) 624-7643 eves. Judd. \$17,500/DBO.
RANGER 26 Gary Mull design. Racer/cruiser in excellent condition. Super clean. Main w/jiffy reef, 110% and new 90%, VHF, knotmeter, depthfinder, 10 hp o.b. & much more. \$14,950. Call (415) 345-8039.		COLUMBIA 29 DEFENDER — MUST SELL Equipped for cruising or racing. Perfect for Bay sailing. Atomic 4 eng., 5 sails incl. spinnaker, seat cushions, 7 winches, compass, etc. Excellent condition, just over-hauled. Original owner. \$15,900. Phone (415) 456-9817.



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<p>FOR SALE: 22-FT SANTANA North sails, Evinrude 6 o.b. Good condition. \$4,500/Best offer. Phone 524-0603 or 653-3831.</p>	<p>WELLS KETCH LCD 34.5, beam 11'6", teak hull, decks. Copper rivited. 6 sails, Perkins 4-107 dsl, dsl heater, propane oven. Major rewiring, re-cond. '83. \$59,000/B.O. Call Linda (206) 779-5962. Wt: 16880 Seminole, Poulsbo, WA 98370. Exc. livabrd, beaut. maintained.</p>	<p>TRAVELLER 32 CUTTER Back from a 2-year cruise to Mexico & Hawaii, this cruising boat offered with all the gear: SatNav, Aries windvane, ham radio, VHF, 4 anchors w/rode, Avon dinghy & outboard, etc., etc. \$49,500. Rich 839-2074 days.</p>
<p>25-FT NORDIC FOLKBOAT No. U.S. 75. Excellent condition, newly painted LPU topsides, full boat cover. It's a great boat for the Bay & member of a very active racing & cruising class. \$7,000 firm. Eric (415) 775-5154 or (415) 433-3547.</p>	<p>1981 ALDEN KETCH WOOD — TRADE 40' offshore cruiser. Built Maine. Sleeps 6. Ideal liveaboard. Much more. 1985 survey. Will trade for S.F. flat., apt., condo. A real beauty. Annap. Owner in S.F. (415) 776-8688 Richard #44, leave message.</p>	<p>RANGER 23 — PARTNERSHIP 1/2 INTEREST Don't miss this one! Changed jobs. Must sell interest in beautiful Ranger 23 with 10 sails, 6 Lewmar winches, bilge pump, Porta-Potti, 6 hp Evinrude and many extras. Berkeley Marina. ~4,000 or B.O. Charles (707) 255-8244 eves.</p>
<p>CAL 29 Top condition, custom rigged. 150, 120 and 93% Jibsails. Rigged for spinnaker. Great for racing or cruising. Clean teak interior. CNG, Atomic 4. \$24,900. (415) 453-0549 or 524-2640.</p>	<p>CATALINA 27 IN CHANNEL ISLANDS Digital knot log, spinnaker, new main, extra teak below with traditional interior, VHF, depthsounder, jiffy reef, dodger, boom tent, Honda 100, etc. Has cruised the Baja. Asking \$14,500. Call: Bill Boyes, days (805) 934-5467.</p>	<p>CAL 25 Good Bay boat. 7 sails, 9.5 hp Evinrude outboard, galley, dinette area, portable alcohol stove. Berthed in Alameda. \$8,200. Call Tom (415) 865-6599.</p>
<p>KETTENBURG 40 This boat is outfitted for cruising. It has an incredible amount of gear. Great shape structurally, needs paint and love. Buy cheap! \$34,000. Derek, 80 The Alameda, San Anselmo, CA 94960.</p>	<p>J/24 Very clean inside & out. Trailrite trailer. Full set of sails. 4 hp Evinrude, knotmeter, compass, safety gear, all equipment in excellent condition. Very motivated. Asking \$11,900. Call (408) 248-8522.</p>	<p>HANS CHRISTIAN 38 Must sell. Excellent condition for day sailing, cruising or liveaboard. Good electronics. Call (415) 879-0579 eves/weekends. \$89,000.</p>
<p>TRADE LAND FOR BOAT 20 acres in WA. 3500' pines, river. Value \$18,000. Plus 10 acres in CA near Susanville, value \$7,000. Will trade one or both for a heavy cruising sailboat. Bill Eskew, (805) 564-1464. 335 So. Salinas St., Santa Barbara.</p>	<p>CATALINA 25 1984. Mint condition. Lots of extras. Tallrig, swing keel, pop-top, split backstay. With trailer: \$15,800. No trailer: \$13,800. (916) 865-5577 days; (916) 865-3826 nights.</p>	<p>FINISH YOURSELF FOR THIS SEASON 28-ft custom wood cruising sloop nearly completed. Sleeps 4. Top specifications. Bronze fastenings, lead keel, spruce mast, Atomic 4. Sausalito location. \$22,500. 388-2292.</p>
<p>BALBOA 26' W/TRAILER — MUST SELL Sturdy rigged for Bay/ocean, 4 sails, jiffy reefing, compass, knotmeter, 15 hp Johnson, LP gas stove, swim ladder, cockpit cushions, PFD's, dock lines, anchor, everything! \$10,500/offer. (408) 757-1707.</p>	<p>CLIPPER 20 SLOOP A classic design wooden full keel boat. Completely overhauled & detailed from stem to natural mahogany stern. Complete with main, jib and trailer. Asking \$2,100. (415) 382-8002 evenings and weekends.</p>	<p>RANGER 23 Exc. cond. 1974. Digital ds & log, VHF, flares, spinnaker, 155 & 120. Man overboard, etc., etc. Sell \$12,750 or 50/50 partner. Trade as desposit, inc. property or good car, whatever. Phone Tony (415) 457-0298.</p>
<p>1977 BRISTOL 29.9 Highest quality construction, excellent condition, diesel, wheel, electronics, 4 sails, new dodger and sailcover. Best buy for your money! \$39,500 firm. Will consider trades. (408) 244-0722 days; (415) 490-3011 eves.</p>	<p>CAL-20 Great beginning or medium-sailor's sloop. 6 hp Evinrude. Needs some work. Sausalito berth. May be willing to trade. Asking \$3,200. Will consider all offers. Jacquie 459-3405 days; Ted 461-6026 evenings.</p>	<p>1971 MARINER 31-FT KETCH Full keel, f/g, diesel, wheel, 6 sails, 2 anchors. New VHF, DF, RDF, compass, km w/log. Propane stove/oven/heater, Lectrasan head, telephone, shower, etc. Must sell this month! Asking \$29,000. (415) 366-1215 eves; (415) 856-7020 days.</p>
<p>BEAUTIFUL SLEEK SWEDISH BUILT SLOOP In top condition. Mahogany plank on oak ribs. A rebuilt Albin gas engine, 5 sails, enclosed head, VHF, masthead navigational lights incl strobe, sleeps 4, dinghy. Peninsula Marina, Redwood City. \$7,950. 349-9410.</p>	<p>63-YEAR-OLD RETIRED MAN Looking for mature active woman who would like to live in Mexico and share exploration, understanding of Baja and mainland land, sea and culture. Please write to: Jim, SJOVIND, Apartado Postal 290, Marina de la Paz, Baja California Sur, Mexico. ZP 23600.</p>	<p>FOR SALE 24-ft Columbia Challenger. Recently hauled & surveyed, new LP job, new 'Spanker', halyards & cockpit cushions. Jib & main in good shape. 6 hp outboard w/tank. \$5,200. Sausalito berth. Call John, 332-0546.</p>
<p>PARTNER WANTED Richmond 1 partner for Hunter 33, well equipped. \$2,000 cash down required for 25% interest. \$150/month covers parts, ins., etc. J. Hogan (415) 462-7319 eves.</p>		<p>VENTURE 23 Swing keel, pop-top, trailer, o.b., depth, knotmeter, VHF, stereo. \$4,500/B.O. 383-4970.</p>
<p>BROOKS AND GATEHOUSE — HUNTER Depth, speed, log. New, in box. Cost \$1,000, sell for \$600. Steve (415) 658-8638.</p>	<p>21-FT AQUARIUS SLOOP — \$2,995 With trailer. Sleeps 4. Head, galley, CB, stereo, good sails. Shallow 12" draft with centerboard up for easy launching and beaching. A great family boat for the Bay. Call 488-9273.</p>	<p>CLASSIC BOATS TO SAIL OR ROW! S.F. Pelican w/epoxy glass bottom, LPU paint, bright decks & rebuilt trailer. \$1,900/offers. 16' Dhitshall, f/g hull, mahogany rails & thwarts, double rowing stations, new LPU paint. A beauty for \$1,200. 521-7444.</p>
<p>ONE-THIRD INTEREST KNARR 30-ft classic racing sloop. City berth. \$3,666 plus approximately \$75 per month. Inquiries (415) 397-0924 evenings.</p>	<p>STEAL MY BOAT? BJ 17, open, traditional boat, gaff rig. Needs a little work, trailer. Sold for \$4,995 new. Must sell. \$1,000/firm — cash. Jim (916) 666-9672.</p>	<p>VOLVO PENTA DIESEL 10 HP MD6A with Combi drive. Low hours, good condition. Sell complete or for parts. Call eves. (707) 578-4212; (707) 523-4241.</p>
<p>PEARSON 365 KETCH 1979. Good condition. Westerbeke diesel, pedestal, compass, fathometer, VHF, pressure hot & cold water, stall shower, full galley, comfortable, roomy liveaboard/cruise. \$57,000. (415) 697-5977.</p>	<p>CONTESSA 26 26-ft full keel sloop, built to Lloyds specs. Int. Folkboat-like design. 2,300-lb ballast. Canadian-built by Taylor Boat Works. A pleasure to sail under any conditions. Exc. cond. \$14,900/B.O. Ted 523-1068; 522-8893.</p>	<p>WESTSAIL 32 Flush deck style, one piece hull, has made 2 offshore passages. Needs lots of work. No motor. Very roomy, strong & seaworthy. Slow but steady, comfortable cruising or liveaboard. \$15,950/offer. John (415) 376-4706 evenings.</p>
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<p>CATAMARANS — NEW & USED Dealers for Prindle. 15,16,18 & 19 in stock. Clearance Price. Stockdale Marine in Suburban Sacramento. Drive & Save. (916) 944-1232.</p>	<p>US 27-FT SLOOP This 1982 boat is ready to go. Features 6'1" headroom, pressure water plus diesel inboard, A/C, D/C, VHF, main & 2 jibs. Great weekender in mint condition. \$28,900. Stockdale Marine in Suburban Sacramento. Drive & Save. (916) 944-1232.</p>	

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TEMPORARY SLIP WANTED Alameda-Oakland Area. Seeking a slip for I-36 for the months of April, May, June. Call Frank (209) 275-1391, 9 a.m. to 5 p.m. Mon-Fri.	CREW POSITION WANTED Lisa, keen, experienced sailor and cook (5 years and 30,000 miles in Caribbean, Mediterranean, Australia, U.K. and U.S. coasts), qualified diver and photographer, writer and folksinger, seeks interesting paid position on sailing yacht Pacific or west-bound. References. Write: Lisa Clark, Manageress, Royal George Nordic Ski Resort, P.O. Box 178, Soda Springs, CA 95728, or call (916) 426-3871.	TRADE BEAUTIFUL OFFSHORE 47 SAILBOAT Want Sonoma County home, prefer Santa Rosa area, 200K range. Boat has been totally upgraded and maintained in bristol condition, no expense spared. Berthed in Honolulu. Priced below survey at \$129,000. (707) 579-9068.
CAL 28 Fiberglass, Atomic 4, 6 sails, autopilot, depthsounder, VHF, knotmeter, galley. Great Bay boat, large cockpit, excellent condition. \$15K. (408) 246-3464 or (408) 725-8315.		NEWPORT 30 PHASE II Beautiful cond. Dodger, ADF, Combi, VOR, VHF, km, ds, 2 anchors, primary & secondary winches, spinnaker, blooper, drifter, new 85, 120, 130, two 150's, 170 genoa, main two years old. Sausalito berth. \$26,900. (415) 479-5755.
WANTED Dolly or trailer for dry-sailed Santana 22. Mike (408) 263-1240.	J/29 1983 Get her ready for summer. Was storm damaged, 90% of repairs done. Sleek f/g hull, setup for pure racing. Has sails & some equipment. Will lend trailer to move. \$6,500 or trade for late model vehicle. (805) 528-7557.	LOOKING FOR LIVEBOARD To rent or boat-sit. Exp. around boats. Responsible, reliable, ref. available. Ann 524-4800, leave message.
FOR SALE Sailing Club Membership-Club Nautique, Mariner Square, Alameda. Full membership rights included, brochure available: \$2,000. Call eves (415) 574-1722.	30-FT CLASSIC 1948 CUTTER THETIS Hull: 1¼" yellow cedar on oak, copper rivets, bronze screws. Full keel, draft 5½'. Displ. 15,400 lbs. Sails: Mains & spare, jib & spare, staysail, drifter. Engine: BMW D12 diesel. 350 hours total. Hardware: all bronze. Rigging: oversized 1x19 5/16" with poured sockets. She is ready for cruising, hauled out Jan. '86. Sadly we must sell her due to our expanding family. Asking only \$24,000 O.B.O. For more info wr: Steve Dettwiler, P.O. Box 10505, Lahaina, Maui, HI 96761.	COLUMBIA 30, 1972 LPU paint, 3 jibs & slab reef main (2 yrs old). Barients, Atomic 4, shower, AC refer, teak hatches with canvas cover. \$22,500/B.O. or trade. (408) 752-3003 wk; (408) 739-1660 hm, Bruce.
1947 CHRIS CRAFT Wonderful woody, 2-seater, V-8 engine, good condition, con-corse winner, partially disassembled interior. Will sacrifice for quick sale. Call Williamson (408) 244-9800.		PEARSON VANGUARD 33 Rhodes designed fiberglass sloop, dinette layout, new SS standing rigging, Force 10 kerosene cabin heater, Taylor kerosene stove/oven, spinnaker gear, etc. Fred, home (415) 325-0850; work (415) 857-1130 ext. 420.
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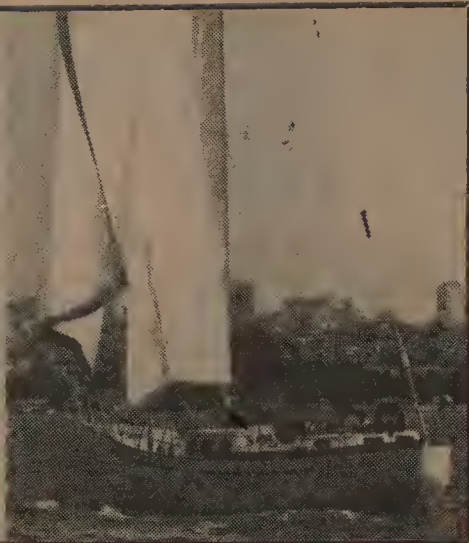
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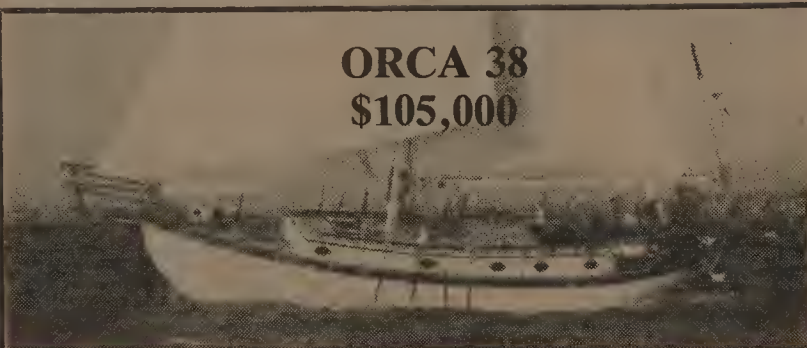
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★ 25'	MERIDIAN sloop	1961 Evinrude 6 ob	12,000
★ 25'	ENGLISH sloop	1960 Evinrude 6 ob	10,000
★ 26'	COLUMBIA 26	1971 OMC 9.5hp ob	11,800
27'	ERICSON sloop	1976 Atomic 4	22,500
27'	C&C sloop	1971 Atomic 4	22,000
★ 27'	CATALINA	1971 Merc ob	16,500
27'	CHEOY LEE sloop	1972 Volvo dsl 2 cyl	17,900
★ 27'	CAL 2-27	1977 Atomic 4	22,500
27'	VEGA	1971 Albin Combi 12hp	20,000
28'	CHEOY LEE sloop	1976 Volvo diesel	33,750
★ 28'	ISLANDER	1975 Volvo Penta dsl	32,000
28'	SEAFARER sloop	1974 Johnson 9.9 ob e/s	12,000
29'	COLUMBIA DEFENDER	1963 Atomic 4	17,500
★ 29'	ERICSON sloop	1976 Atomic 4	28,000
29'	COMPETITION 1000 sloop	1973 Farymann dsl 12 hp	28,950
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★ 36'	HUNTER sloop	1981 Yanmar diesel	60,000
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★ 37'	ISLANDER sloop	1970 Perkins diesel 4cyl	49,500
38'	CORONET/ELVSTROM sloop	1979 Volvo diesel 4cyl	70,000
38'	TARTAN sloop	1980 Westerbeke dsl	82,500
39'	LANDFALL cutter sloop	1979 Perkins diesel 4cyl	75,000
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40'	CATAMARAN	1964 Atomic 4	55,000
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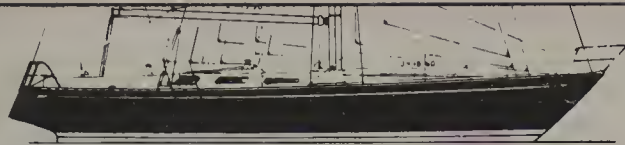
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25' Ericson, strong.... Try	10,750	35' Benford cutter.....	45,000
26' Columbia MkII, must see!..... Offers		36' MacGregor cat, 1979..	32,000
26' Folkboat, 1970.....	14,500	36' Ericson, flush deck....	69,900
27' Santana, Volvo dsl, much gear..... Offers		37' Crealock.....	125,000
27' Catalina, outboard, must see!.....	16,900	37' Flying Dutchman racer/cruiser..... Offers	
27' O'Day.....(2) from	16,900	38' Ericson, 1980.....	87,500
28' Albin Cumulus.... Try	29,900	38' Hans Christian.... Try	109,000
29' Ranger, G.Mull design.	24,500	39' Westerly, Perry design.	109,000
30' Ericson 30 +	49,950	39' Irwin, fast..... Try	79,000
30' Pearson, 1978.... Try	25,000	40' Pearson, 1979..... Offers	
30' Custom racer, 'Kiwi' Asking	39,900	40' Olson, 'Fastbreak'....	109,500
30' Whitby, 1966..... Try	28,500	41' Islander Freeport, loaded.....	125,000
30' Cutter rigged slp, 1947.	Offers	43' Endeavour, 1980.....	129,000
30' Islander, loaded!.....	29,000	46' Morgan ketch, loaded.	175,000
		48' CT cruising ketch....	169,000

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Yacht Sales

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Topic: Modern Yacht Construction

Speaker: Peter Minkwitz,

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SELECTED BROKERAGE LISTINGS

SPECIAL BOAT OF THE MONTH:

27' ERICSON. Beautiful boat. Owner wants out.
Try \$15,500

POWER

33' Farliner.....	\$27,500	27' Ericson 27.....	Try 15,500
36' Chris Connie.....	40,600	26' Catalina 27.....	now 16,500
SAIL			
22' Catalina 22.....(2) frn	6,000	28' Lancer 28.....(2)	16,500 & 13,750
24' C&C 24.....	13,900	28' Morgan O/128.....	29,500
24' J/24.....	12,650	28' San Juan 28.....	28,000
24' Bristol 24.....	no\$down	30' Ericson 30.....	39,000
25' Nordic Folkboat.....	9,500	30' Islander 30MkII.....	34,500
25' Merit 25.....now	16,000	31' Pearson 31.....	42,000
26' Columbia 26mkII.....	9,600	31' Dufour 31.....	49,500
26' Int. Folkboat.....	15,500	32' Coronado 32.....	49,750
26' Balboa 26.....	14,500	33' Tartan Ten.....	34,000
26' Pearson 26.....now	17,000	40' Valiant.....	108,500
26' Soling 26 w/trlr.....	5,000	46' Morgan 46.....	115,000
		65' Alden Ketch.....	95,000

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TransPac equipped category-one Express 37. This Express 37 is fully race rigged and can be sailed in any category-one offshore race to Hawaii or Mexico. G.U. has a full complement of electronics and 16 bags of Sobstad sails, all less than one year old. This yacht includes many extras that must be seen to be appreciated.

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Selected Listings... Many More Available

20' Cal	4,800
20' Santana	4,800
22' Catalina '72	6,900
22' O'Day w/trailer	10,900
22' Ranger '78	8,000
22' Santana	5,500
23' Ericson	2 from 5,950
23' Bear '47	2,500
23' Ranger '76	13,000
24' Col. Challenger '64	Must Sell
24' Col. Contender '66	Offers
24' Lapworth '69	5,300
24' Farr '81	12,900
24' Vashon Troller '80	24,950
24' Yankee Dolphin '67	12,500
25' Capri '80	Offers
25' Meridian '61	12,500
25' O'Day '76	11,500
25' Yamaha	2 from 18,000
26' Balboa '74	12,500
26' Chrysler '79	13,500
26' Columbia '70	12,500

26' Ericson '67	11,000
26' Lapworth	15,000
26' T/4 "Summertime Dream"	Offers
27' Bristol '65	10,750
27' Catalina	2 from 16,500
27' C&C '71	19,950
28' Islander	2 from 32,000
28' Pearson Triton '62	19,500
29' SeaFarer '74	12,000
30' Pacific '72	12,500
30' Sonoma '82	31,900
30' Farr '78	26,850
30' Catalina	34,000
32' Angelman Sloop '57	25,000
32' Aries '82	45,000
32' Clipper Marine '76	17,500
32' Ericson '76	33,500
32' Nantucket Clipper '71	29,950
32' Islander Cutter '75	33,000
32' Westsail '75	63,000
33' Yamaha	45,000
33' Morgan O.I. '73	39,000
34' Peterson '81	66,000

35' Chris Craft '72	\$5,000
35' Ericson '70	38,000
36' Islander '75	\$9,000
36' Union Polaris '78	74,500
36' Ericson '77	79,900
36' Cheoy Lee '76	85,000
37' Alden Ketch '36	40,000
37' Crealock '81	120,000
37' Tayana '79	82,000
40' Olson '83	109,500
40' Valiant '76	116,000
41' Gauntlet Cutter '36	53,000
43' Alden Schooner '79	40,000
43' Bluenose Schooner '47	67,000
43' Holland Sloop	255,000
43' Westsail '76	144,000
45' Mason Steel Ketch	119,000
45' Omega '79	107,000
45' Stephens Motor Yacht '31	70,000
52' Columbia '72	150,000
59' Custom Ketch '81	275,000
64' Herreshoff '82	375,000

Quality Listings Invited

475 Gate 5 Road, Sausalito, California 94965

Jim Irwin

Independent Broker (415) 883-9750

All of the boats listed here have been chosen for their comparative value and are listings which were sought out rather than just taken as a service to the owners.

Low offers in writing, qualified by approved financing will be submitted for consideration.

22ft COLUMBIA, 6 hp o/b, sturdy Bay boat for beginners...\$4K
25ft HUNTER, o/b, custom interior, over equipped...8K
26ft COLUMBIA, o/b, modern classic, several available...9/11K
26ft ERICSON o/b, great weekend North or South Bay...9/11K
26ft PEARSON, o/b, owner offers lessons if needed...12.5/11K
27ft CATALINA inbd power, the most popular boat...14.9K
28ft COLUMBIA/CORONADO, inbd pwr, sleeps six...15.5K up
28ft ISLANDER, inbd, one of a large and friendly class...28.5K
28ft PEARSON, inbd, Porsche owners appreciate these...31.5K
29ft COLUMBIA, inbd, gifted cruiser,

1 sailed to Sydney...26/27/31K
30ft HUNTER, inbd, looks like new, hot wtr shower...29K
32ft ARIES, modern update on famous classic...39/45K
32ft FUJI, inbd British type, Japanese crafted glass & wood...45K
32ft COLUMBIA, the Commodore's yacht, likes blue water...39.5K
32ft COLUMBIA, same as above but fully race equip (3)...37K
34ft COLUMBIA, inbd, this will go to a liveaboard berth...31K firm
35ft COLUMBIA, big sister to the Sydney Cruiser...57.5K
35' DUFOR, builder said certified to circumnavigate...89K
36ft PEARSON, special cutter version of famous ketch...71K
39ft CUSTOM Italy, Portugal, Panama, and single hand to S.F...85K
41ft COLUMBIA, limited edition, could be home and office...65K

As a special service you may engage me to be your agent in the search and negotiations for a specific type of yacht. The seller pays the usual fees.

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SELECTED SAIL

21' Clipper....	'78 trlr	ob	\$2,995
22' Catalina...	'72 trlr	ob	5,000
22' J/22... Demo	'84 trlr		12,500.
22' Ranger....	'80	ob	8,995
25' O'Day.....	'76	ob	13,500
25' Santana 525	'79 trlr	ob	13,750
28' Spirit.....	'79	dib	28,950
28' Westsail...	'81	d/lib	49,500
30' Cal.....	'64 gib		24,445
33' Islander...	'69	g/lib	34,500
45' Hardin....	'81	d/lib	139,000

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Replace value: \$129K/\$134K. *Excl cond.* 45'x15.2' 14NT. 1973 Custom Diesel Motorsailer, Texas Dory design. Shallow draft (4.2'), hardchine, economical, less than gal/hr, 420 fuel cap, liveable, refrig, electronics, fish gear, dry in rough weather, go almost anywhere, ocean, Bay or river, active comm. salmon troll permit (OR & CA).

To see contact: Roy Harris (builder) 1-(503)469-2482 Harbor, OR;
Write: W.L. Oaks (owner) 1(714)599-0103 or 1(714)841-7914, 1258 Willow Glen Ln, San Dimas, CA 91773

FEBRUARY SPECIAL

1983 TAYANA 37 MKII CUTTER

Aft cabin, head w/ separate shower, sleeps 8, 33 hp Yanmar, electronics, incl'd g Loran C & battery charger. Spray dodger. Like new. Pristine condition. *Owner Has To Sell!!!* \$82,500.

SELECT LISTINGS

- ★ 23' ERICSON sloop, '75, 110%, 130%. Extra clean. \$6,500
- ★ 24' MOORE '82, race ready w/trailer. Sharp! 21,000
- ★ 25' FOX '79, G.Mull design, owner anxious! 11,000
- ★ 25' US '82, Autohelm, spin/gear, full electronics, swing keel, loaded! 14,000
- ★ 27' CATALINA '75, Atomic 4, very nice. 16,500
- ★ 27' CATALINA '78, Full electronics, battery charger, Atomic 4, dodger, profes. maintained. Pristine! 19,950
- ★ 27' CAL 3-27 '83, Yanmar, full electronics, H&C pressure water, 110 AC, shower. 29,500
- ★ 28' ISLANDER '76, Perry design, Volvo diesel. 28,000
- ★ 30' HUNTER '83, dsl aux, H&C pressure water, shower, electronics, wheel steering. Cherry! 31,500
- ★ 30' COLUMBIA '72, lots of sails, w/spinnaker & gear, full electronics. A lot of boat for the money... 22,500
- ★ 30' ERICSON 30' + '82, ST winches, dsl aux., North sails, electronics. Absolutely immaculate! 49,500
- ★ 32' DREADNAUGHT cutter, '78, Larwykk windvane, Saab diesel, set-up for cruising. 52,500
- ★ 33' PEARSON Vanguard sloop, '66, race rig. Loaded! 31,000
- ★ 34' NASSAU cutter, '85, full keel, dbl-ender, dsl aux, electr, propane stove, dodger. Owner moving up 63,500
- ★ 35' ERICSON slp, '70, 140%, 150%, very clean! **Make Offer!**
- ★ 36' MARINER cutter, '79, Wllm Garden, Isuzu diesel, dodger, many extras! 66,000
- ★ 37' TAYANA cutter, '79, full electronics, battery charger, dsl heater, Perkins dsl, set up for cruising or liveaboard. 82,500
- ★ 37' TAYANA cutter, '82, Yanmar diesel, teak house, tanbark sails, very traditional and well maintained. 86,000
- ★ 37' TAYANA Pilothouse cutter, '85, brand new w/spruce cstm interior, separate shower, Yanmer 44 hp, Hood furling jib & stays'l. 101,750
- Available for leaseback.
- ★ 42' TAYANA VANCOUVER cntr ckpt cutter, '83, furl'g jib/stays'l, Loran C, a.p., full electr, ST winches, dodger, refrig & more! Very well maintained. 119,000
- ★ 48' MARINER ketch, '80, cntr ckpt, wonderful aft cabin, a.p., teak decks, Perkins dsl. Spacious! 139,000
- ★ 52' TAYANA cutter, '84, Perry design, Loran C, a.p., SatNav, 7.5 kw, teak decks, central heat & vacuum, refrig, microwave. *Too much to list!!* **Inquire**

POWER

- ★ 35' EAGLE trawler, aft cabin, 1977. 46,500

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22'	Santana	1969	\$5,600.00
24'	S&S Yankee Dolphin	1967	12,500.00
24'	Cal 2-24	1968	10,000.00
26'	Pearson Sloop	1977	14,000.00
26'	Columbia MKII	2 available '70, '71	frm 12,500.00
27'	Santana	1968	12,500.00
28'	Albin Cumulus	1982	33,000.00
29'	Cal 2-29	1975	29,900.00
29'	North Atlantic 29	1978	47,500.00
31'	Cheoy Lee O/S Ketch	1967	30,000.00
32'	Traveller	2 available '77, '79	frm 49,500.00
32'	Westail 32	1978	63,000.00
32'	Pearson Sloop	1983	59,500.00
32'	Islander	1975	39,500.00
34'	Cal 34	2 available '68, '69	frm 33,000.00
36'	Islander	1977	65,000.00
39'	Freya 39	1980	122,000.00
40'	Hinckley Bermuda 40 Yawl	1963	97,500.00
40'	Cheoy Lee Midshipman Ketch	1975	85,000.00
41'	King's Legend Cruiser	1985	119,000.00
41'	North Sea Pilot Cutter FC	1973	60,000.00
41'	Freeport Islander	2 available '76, '83	frm 108,000.00
43'	Hans Christian	1980	125,000.00
45'	Garden Porpoise Ketch	1977	145,000.00
24'	Sloop Granny	1926	3,000.00
28'	Hallberg P-28	1958	9,000.00
30'	Friendship Sloop	1964	36,500.00
30'	Spitsgatter	1948	39,500.00
34'	Sparkman & Stephens Aux. Yawl		27,500.00
40'	Sparkman & Stephens Aux. Yawl	1960	57,000.00
40'	Kettenburg K-40	2 available '61, '64	frm 29,000.00
40'	Concordia Yawl	1957	75,000.00
45'	Custom New Zealand Cruising Ketch	1974	90,000.00
30'	Pacemaker Sportfisher	1965	14,500.00
32'	Chris Craft	1966	16,000.00
38'	Pacemaker Sportfisher	1965	39,995.00

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HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

- 44' LAFITTE '80. Cutter rigged sloop. Extremely well-equipped and well rigged luxurious cruiser w/many custom features. **175,000.**
 - 44' GULFSTAR '74. Cntr ckpt aft cabin M/S; ideally suited for lvabrd/cruis w/ Perkins dsl, Onan gen., large fuel/water tanks; gd inventory. **\$85,000.**
 - 43' ALDEN SCHOONER '79. Well built, seaworthy, well equip classic design of cold-molded mahogany. Back from world cruise & ready. **95,000.**
 - 40' HINCKLEY. Bermuda 40 classic with recent refit. **Inquire.**
 - 36' LOD ATKIN '77. Cold-molded junk-rigged cruising boat. **\$42,500.**
 - 33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. **\$49,950.**
 - 33' PEARSON 323 '77. Really nice w/brand new bottom & **BARGAIN PRICE.**
 - 32' MOWER '39. Classic "Overnighter" w/propane stove, 6'4" hdrm. **\$16,500.**
 - 32' VANGUARD. Good clean Rhodes design w/S.F. marina berth. **\$29,500.**
 - 32' VANGUARD '65. Clean w/autopilot, VHF, cabin heater & more. **\$32,500.**
 - 31' CHEOY LEE '73. Clean sloop, good inventory & Volvo dsl. **\$34,900.**
 - 30' BAHAMA '78. Extra clean, wheel, cabin heater, Loran & more. **\$27,500.**
 - 30' ISLANDER '68. Liveable custom interior, fridge, etc. S.F. berth. **\$19,000.**
 - 30' RAWSON '62. Strong cruiser, 7 sails & much recent work. **\$29,900.**
 - 30' IRWIN CITATION '80. Yanmar dsl., whl, HP water, dodger. **\$40,000.**
 - 30' CORONADO '72. Roomy with wheel, VHF, Palmer i.b., & spin. **\$24,000.**
 - 30' CATALINA '78. Loaded with gear, whl, etc. **Inquire.**
 - 30' NEWPORT '79. Phase II with VHF, Loran, autopilot, knotmeter, wheel, dodger, pressure hot water, Volvo diesel, spinnaker and more. **Inquire.**
 - 30' SANTANA '77. (2) of these racer/cruisers w/diesel & good gear. **Inquire.**
 - 29' CAL 2-29. Clean roomy Lapworth one-design. **\$29,900.**
 - 28' BRITISH TWISTER '69. Repowered, re-equipd pckt ocean cruiser. **\$29,000.**
 - 28' ISLANDER '76. (2) available. Both with recent LP & dsls. From **\$25,500.**
 - 27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. **\$22,000.**
 - 27' CATALINA '72. Roomy with o.b. and 2 jibs. **\$14,000.**
 - 27' SANTA CRUZ '75. Well equipped ultralight. Fast! **\$16,000.**
 - 26' RANGER '72. Super clean and nicely equipped. **\$15,500.**
- 20-26 FIBERGLASS SLOOPS.** I have a number of boats in this size range. **WOOD BOATS.** Many sizes and many prices.

CALL FOR MANY MORE LISTINGS

SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

SAUSALITO YACHT SALES

SELECTED BROKERAGE

SAIL

- 47' Gulfstar, ketch rig, lg aft cabin, beaut. teak interior, nice liveaboard **165,000**
- 45' Brewer, 1978, dsl, ctr ckpt ketch, teak int. **110,000**
- 44' Cheoy Lee, 1980, aft cockpit ketch, spinnaker rigged **139,500**
- 41' Freeport, 1981, bristol cond., just hauled **115,000**
- 40' C&C, 1981, 13 bags sails & 2 pages equip **110,000**
- 38' C.T. Princess, 1981, diesel, fast, great sail inventory great cond., a giveaway. Asking **67,000**
- 38' Hans Christian, 1979, Perkins dsl, new dodger, self-tailing winches, well cared for inside & out. Asking **105,000**
- 32' Aires, Westerbeke dsl, 2 clean boats to choose from starting at **45,000**
- 32' Westsail, '74, factory interior, exceptional maintained & equipped Asking **59,000**
- 30' Fisher Motorsailer, 1975, diesel, furling jib, new paint, very clean **59,500**
- 28' Islander, Volvo dsl, self-tail winches, v. clean. **31,500**
- 27' Orion, Pacific Sea Craft quality, full keel **41,000**
- 27' Ericson, 1977, wheel steering, excep. cond. **25,000**

POWER

- 65' Romsdal Trawler, tw GMC dsls, rec. refit .. **\$320,000**
- 42' Grand Banks, 1972, Ford dsls, gen., just hauled, owner anxious **92,500**
- 38' Bayliner, twin diesels, 1984 sport cruiser, elegant, fast, economical **110,000**
- 32' Grand Banks, 1968, Ford dsl, generator, loaded with electronics, all new inside & out **59,500**

ARIES 32



The Aries 32 is a fiberglass version of a wooden classic. The traditional style round bottom, double ended hull is constructed of rugged, hand-laid fiberglass.

Standard equipment includes aluminum spars, lifelines, bow & stern pulpits, & sail covers. Stainless steel watertank. The interior is beautifully finished in teak. A Westerbeke 4 cylinder diesel furnishes a powerful "iron wind" when needed.

The Aries traditional deck & cabin layout reflects the combined experience of many demanding yachtsmen. With 34 Aries cruisers delivered on San Francisco Bay, there's established a solid reputation for owner satisfaction & resale value. Let us show you why . . . Available for inspection at our dock. **\$52,500.**

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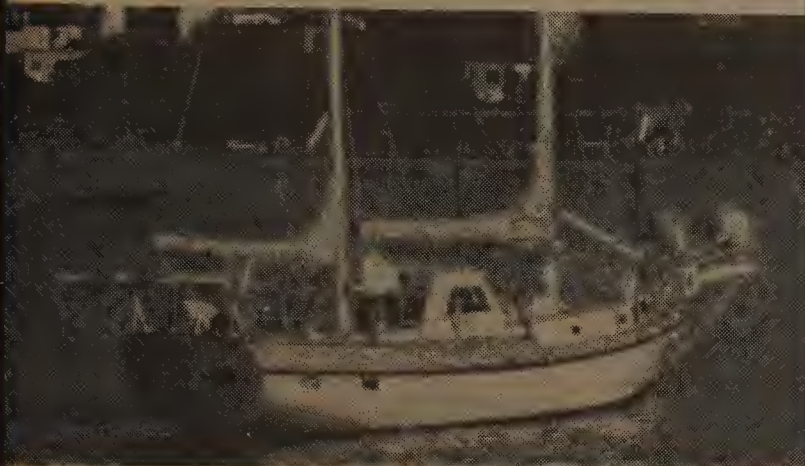
SAUSALITO YACHT SALES



KERMIT PARKER YACHT BROKERAGE

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San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901



45' BURNS PILOTHOUSE MOTORSAILER

6'6" headroom, aft cabin, 120hp diesel, excellent example of world cruiser. Owner Wants Offers.



30' ALBERG. 1968, I/B, full keel, 6'3" headroom, VHF, potential as small cruiser. \$29,000.00/Offer.



CATALINA 27'. Inboard diesel, VHF, depthsounder, 6'1" headroom. \$115,000.

SAIL

23' BEAR BOAT, 2 from.....	\$8,900
25' HUNTER, trailer, I/B as new.....	18,000
26' BALBOA, fixed fin, lee cloths.....	11,500
26' PEARSON, VHF, depthsounder.....	Offers
26' LAPWORTH, full keel, I/B.....	10,000
27' CATALINA, diesel, furling jib.....	15,500
27' SANTANA, dodger, clean.....	14,500
28' HERRESHOFF Original, new sails, loaded.....	19,500
32' TUMLAREN classic.....	22,000
33' ALDEN sloop, diesel, strip planked.....	25,000
37' RAFIKI vane, dodger, immaculate.....	78,000
38' RHODES trailer, owner desperate.....	28,000
39' KOALA, Italian built, Swan lines.....	75,000
42' WINTHROP WARNER M/S, salmon gear and tags.....	81,000
45' BREWER ketch, teak, aft cabin.....	85,000
45' GARDEN PORPOISE.....	Owner Wants
45' BURNS ketch, NZ, great value.....	Offers
	Try
	75,000

POWER

16' BAYLINER Bowrider, O/B.....	4,400
26' FIBERFORM Sedan.....	15,000
26' REINELL twin screw, fly bridge.....	13,500

WE HAVE SLIPS AVAILABLE



40' STEPHENS CRUISER. 1926 classic. Just undergone major restoration. Twin screw. \$35,000.00



30' MOWER Sloop. I/B, good sail inventory, lee-cloths & cockpit cover. 6'4" headroom. Lot of boat for \$16,500.00.

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1306 BRIDGEWAY

SAUSALITO, CA 94965

(415) 332-2060



34' YAWL SPARKMAN & STEPHENS DESIGN

Perkins diesel, Bank Repo.

Asking \$17,000.00.



CATALINA 27. 1977, well maintained, low hours, good sail and electronics inventory. \$15,000.00



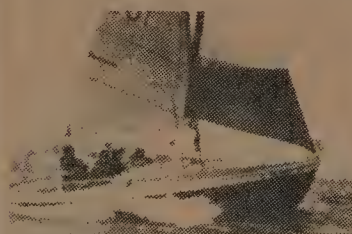
36' CHRIS CRAFT Tri Cabin. Loaded w/equipment including 7.5 generator, full Delta cover. Owner will take trade. Try \$29,500.



GULFSTAR 50

Quality cruise-equip, f/g & teak, Perkins, Onan 7.5 kw, a.p., Loran, VHF, ADF & ham set. Boat & equip in perfect cond.

Only Asking \$135,000.00.



CAL 20. 1968. Full racer, galvanized trailer. Asking \$3,950.00.



35' CHRIS CRAFT. Big roomy cruiser, ideal liveaboard. Only Asking \$7,000.00.



45' LANCER

Fast w/twin Turbo Perkins, Onan generator, spacious interior, low hours.

Make Offer/\$80,000.00.

MILANO YACHTS

**DISTINCTIVE NEW &
PRE-OWNED CRUISING YACHTS**

Cruise into Spring...

*with a well equipped,
well found cruiser.*

**We have a large selection
for comparative shopping.**

**BROKERAGE
is our
BUSINESS**

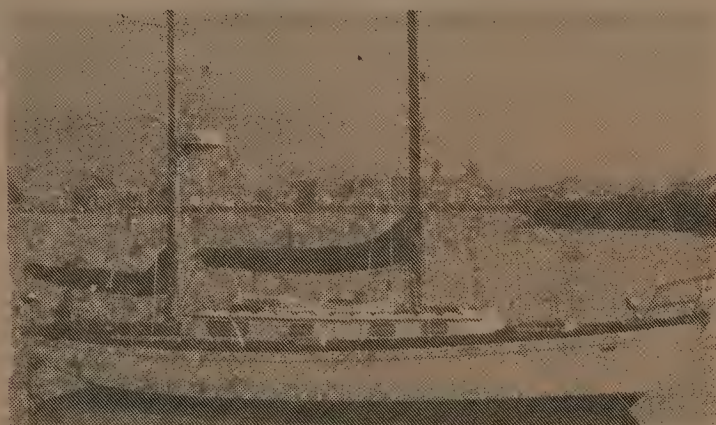
DEALERS FOR BRISTOL YACHTS

**ED MILANO — BROKER JACK MEAGHER — SALES
MIKE CLAUSEN — SALES**



MORGAN 46

Extensively outfitted for off-shore cruising. Trimble Loran C, sat-nav, radar 24 mile, Stevens SSB, Avon 6 man life raft and Avon dink with outboard, refrigerator/freezer, all safety gear, excellent ground tackle. Just a partial list of her equipment. Come and look, you will be impressed. **\$150,000**



CHEOY LEE 41

A ketch rigged cruiser with Furuno radar, TI Loran C, auto helm 5000, 3.5 kw generator and Perkins 4-108 diesel engine. Ground tackle and safety gear inventory is complete for off-shore sailing. With a good sail inventory she is ready to go.

99,500



WESTSAIL 32

A beautiful factory finished Westsail. A marque that has made long passages with ease, this yacht has the layout with quarter berth and sit down chart table for maximum livability. Cruise equipped, she has been maintained to perfection both inside and out. Very impressive, she is ready if you are. **\$62,500**



CABO RICO 38

An impressive impressive performing traditional full keel cruising vessel. Aft cockpit with wheel steering, cutter rigged, full "U" shaped galley, separate aft cabin, very spacious living for offshore cruising. At our docks. **\$89,500**



RAFIKI 37

A well found, seakindly, blue water cruising cutter rigged, constructed with an Airex core hull. Aluminum spars, full sail complement, all electronics. Cruising ground tackle and very clean. Call for full inventory — two available — **\$78,500**



FORTMAN MARINA • (415) 523-7474
(FORMERLY ALAMEDA YACHT HARBOR)

C & C's GALORE — RACE OR CRUISE

C&C 30 ½ ton, custom, 12 sails	\$ 33,000
C&C 34 4 Sails, dsl, wheel, new BP	59,500
C & C 35 MKII Lots of gear	64,500
C & C 36 Custom rig, loaded, Loran C	89,500
★ C & C 36 Dodger, Loran, all canvas	79,950
★ C & C 38 Full hydraulics, Loran C, New LPU	79,500
★ C & C 40' As new, spinn., good elect, full race	120,000

LIVEBOARD EXPERIENCED OFF-SHORE CRUISERS

★ 33' FREEDOM Cat Ketch, easy to sail	84,000
★ 35' FANTASIA Cruise equip, cc	67,500
★ 37' TAYANA AP, dsl heater, reefer	87,500
38' DOWNEAST CUTTER Auto pilot, WP, WS	2 fr. 67,500
★ 39' CAL CORINTHIAN Rod Rig., Dsl heater	80,000
★ 39' LANCER m/s Roomy, great liveboard	105,000
40' NEWPORTER KETCH Wood, Lot's elec. & sails	79,500
41' YANKEE CLIPPER Restored, below mkt	49,500
★ 41' CHEOY LEE Radar, Auto Helm, Loran, Generator	99,500
42' PEARSON 424 Roller furl, st winches	119,500
44' HARDIN KETCH AC cab, passage maker	129,000
45' COLUMBIA Loaded, canvas, liveboard	110,000
46' MORGAN KETCH Loaded	150,000
★ 47' KAUFMAN & LADD Twin aft. cab, cutter	149,000
47' PERRY KETCH 80 hp dsl, aft cbn, reefer	100,000
48' CT PERRY KETCH Full keel, loaded	175,000
★ 50' GULFSTAR So. Pacific Vet., loaded, like new	149,000

CLASSIC CRUISERS

★ 23' BEAR BOAT Full interior, clean	\$ 8,000
★ 25' NORDIC FOLKBOAT Full cover, new sails	9,500
★ 26' NORDIC M/S FK Inside steering, Dsl	25,000
28' TRITON LPU Topsides, new rigging	17,500
★ 30' CHOY LEE KETCH Diesel, shore power, teak	19,500
★ 30' MCGREGOR Wd, inb Automic 4	25,000
31' CHOY LEE KETCH Dsl, Roller furl	30,000
31' DASHER Easom built, L-32, new rig, clean	20,000
★ 33' WINDWARD Almost restored	18,000
36' ANGLEMAN KETCH dsl., wd., pac, vet., ready to go	36,000
40' PACIFIC YAWL European Quantity, BMW dsl	74,500
41' FORMOSA KETCH Just reconditioned	49,950
★ 43' KETTENBURG Aluminum hull, beautiful	79,000
45' CUSTOM NZ KETCH Center cockpit, extensive gear	90,000
★ 46' GARDEN KETCH Loaded, 6 sails, ksl.	98,500
55' ALDEN C/B YAWL B&G inst., cruise equip.	120,000
★ 60' GAFF RIGGED CUTTER APPT. ONLY	175,000
65' ALDEN KETCH Loaded	95,000

BRISTOL — BRISTOLS

★ 24' BRISTOL Roomy 24', one w/dsl./ib	2 from \$15,000
★ 27' BRISTOL Alberg design. New rigging O/B	15,000
30' BRISTOL 29.9 FK, 1/B, Autopilot	23,900
30' BRISTOL 29.9 Dsl., full instr., comfortable sailr	44,000
★ 32' BRISTOL Full keel, Hood dsn, roller furl	37,500
★ 35' BRISTOL 35.5 Dsl., gd. inst., rugged cruiser	2 fr 70,000
★ 45' BRISTOL 45.5 Like new, Outstanding quality	205,000

EXHILARATING HIGH PERFORMANCE — RACE READY

★ * 27' CONTEST Custom Zaal dsn, racer/cruiser	\$ 19,750
27' SANTA CRUZ Trl, 11 bags, new standing & running	16,500
29' BUCCANEER 295 Spin gear, 4 sails local loft 2 frm.	27,500
30' PEARSON FLYER BMW dsl, Spin gear, st	38,500
★ 30' J 30 Very clean, lots of sails, ready to go	41,500
★ 30' WYLIE CUSTOM Cold mold, ¾ T, Hulse Rig	35,000
★ 30' OLSON 8 sails, fast and light	27,500
★ 34' DASH Fast Davidson dsn., 8 sails, Loran	38,500
34' WYLIE Class sails, good electronics	2 from 56,500
35' SANTANA Class equipped	2 from 58,000
36' PETERSON Dsl, 19 bags, B&G inst., sleeps 8	69,500

GREAT STARTER — CRUISING BOATS — IB/OB

★ 17' LEISURE Twin keels, new sails	\$ 3,500
★ 20' NEWPORT 6 sails, SNG handled, LPU top's	now 3,500
★ 20' CAL Good starter, all led aft, active class	Offer
★ 21' VICTORY w/trailer, good starter	2,500
★ 22' COLUMBIA Seller will take car in trade	4,900
★ 22' CHRYSLER SK	8,000
★ 22' SANTANA Lg active 1 dsn	2 from 5,500
★ 22' MacGREGOR Trl., VHF	6,000
★ 22' CATALINA Sk, 3 sails, trl	2 from 4,500
★ 23' CORONADO Fixed keel, v/good sails, o/b	5,000
★ 23' ERICSON New o/b, trailerable, swingkeel	6,500
23' ERICSON Fixed keel, electrosan, very clean	9,950
★ 24' J24 Class sails, spinnaker gear, priced right	10,500
★ 24' WINDWARD SLOOP Full keel, good sailer, classic	7,400
24' YANKEE DOLPHIN 7 sails, very clean	3 from 12,500
25' CAL 2-25 Dsl. roomy family boat	23,000
★ 25' CORONADO Roomy starter	5,600
★ 25' O'DAY Sk, trailerable, gd. equip.	12,900
★ 25' HUNTER 7 sails, spin, new o/b	9,000
26' CHRYLSEK Sk, trl	12,950
★ 26' DAWSON CC, dsl, wheel	18,000
★ 26' ISLANDER Sun cover, 4 sails, Bristol Condition	23,500
★ 26' CONTESSA fk, auto pilot, blt. to Lloyds specs.	15,750
★ 26' COLUMBIA MK II "The Perfect 26"	3 from 10,000
26' INT FOLKBOAT Classic Scandinavian Design	15,500
★ 26' EXCALIBUR nice, spin, pop top, km, VHF	NOW 9,500
★ 26' PEARSON Clean, 3 sails	3 from 11,500
★ 27' BUCCANEER OB, Roomy family boat	12,500
★ 27' ISLANDER Recent survey, nice condition	12,500
★ 27' CAL 2-27 Big 1 dsn class, nice	23,900
★ 27' CATALINA OB	13,500
★ 27' ERICSON	3 from 17,500
27' MORGAN BMW diesel, 5 sails w/spinn.	20,250
★ 27' NEWPORT Fresh water, good gear	2 from 18,000
★ 27' O'DAY Dsl. good family boat	16,000
★ 27' CORONADO Needs a nice home	2 from 10,000
28' ISLANDER Lg 1 dsn class	31,000
28' COLUMBIA O/B, Spnk, dodger	NOW 13,500
★ 29' GULF Pilothouse, dsl, st.	2 from 28,500
29' CAL 4 sails, CNG, Lines aft, 1/B	30,000
29' COLUMBIA 1/B, 7 sails w/2 spinn.	2 from 18,000
★ 30' CAL 2-30 Dsl, all led aft	22,000
★ 30' LANCER Dodger, wheel, wp/ws	30,500
★ 30' CATALINA Light & modern, dsl	38,000
30' ISLANDER MK II Dsl., SP, stereo	34,500
★ 30' SEIDELMANN dsl, tiller, dodger	33,900
★ 30' RAWSON Lots of room/w dsls	2 from 27,500

MOVING UP — COASTAL CRUISERS

★ 27' NORSEA CC Aft cabin, dsl	2 from \$37,500
27' CHOY LEE OS Dsl, Spinnaker	27,000
★ 27' DUFOUR 2800	35,000
29' CASCADE Dsl., custom finish	27,500
★ 29' GULF COAST 6' + headroom, DS, VHF, Roller Furl	21,000
30' BODEGA Burns dsgn	27,500
★ 30' PEARSON Autopilot, dodger, clean	NOW 2 from 26,800
★ 30' ISLANDER BAHAMA Wheel, Signet, 2 from	41,500
30' ERICSON Well equipped, 3 sails, inb	27,000
★ 30' WILLARD 8 ton f/k, cutter, wheel, dsl	55,000
★ 30' TARTAN Nice cond., owner anxious	As is 22,000
★ 31' PEARSON DS, WP, Spinn, will trade dn	NOW 39,000
★ 31' COLUMBIA 9.6 dsl, 4 sails, heater	36,000
★ 32' ELITE Roll furl, H&C pressure water	55,000
32' MARIEHOLM FOLK/BOAT Dodger	41,000
★ 32' ERICSON Inboard, well kept	31,000
33' KALIK New BP, teak decks, Swan Quality	OFFER
36' ISLANDER Full spin gear, avon	41,000

1535 BUENA VISTA AVE. • ALAMEDA

BROKERAGE — SAIL

21' Freedom	'84	14,900
21' Wilderness	(2)	frm \$7,500
22' J/Boat	'83	12,000
22' Santana	(2)	frm 6,500
23' Ericson	'74	7,900
23' Sprinta Sport,	'81	14,500
24' Farr	'76	12,000
24' Gladiator	'68	5,000
24' J/Boat	(3)	frm 10,000
24' Moore	'80	12,000
25' Olson	'85	24,900
25' American	'74	9,000
25' Merit	'80	21,950
26' Chrysler	'77	Offers
26' Columbia	'70	10,500



2415 Mariner Square Dr., Alameda, California 94501
(415) 523-8500

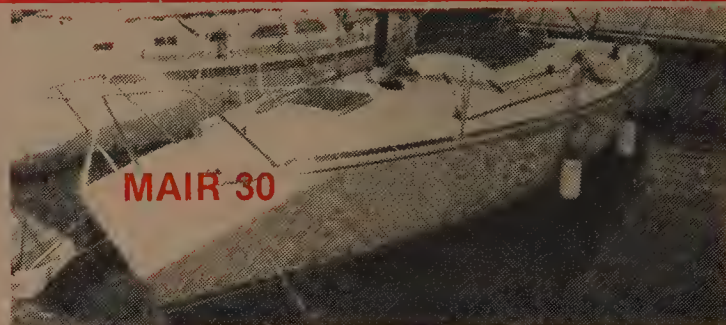
32' Pearson 323	'79	50,000
34' Wylie	'80	59,000
35' Coronado	'71	43,500
35' Ericson	'70	38,000
36' Hunter	'80	58,500
36' Islander hot!	'75	Offers
36' Islander	'78	64,500
36' J/Boat	(2)	from 78,250
36' Perry	'78	73,000
36' Union	'81	87,000
37' Crealock	'82	120,000
37' Irwin	'82	79,500
37' Ranger	'73	Offers
37' S&S	'80	75,000
38' Brewer	'83	Offers
38' Downeast	'76	67,000
40' Olson	(2)	from 109,500

FREEDOM 21



Exquisitely equipped 21 footer. *Race*: one-design champ, Horizon knot/log/ depth package, Shore sails. PHRF 222. *Cruise*: Autohelm 800 set-up, dodger, trailer. *Relax*: AM/FM stereo cassette w/power booster & equalizer, cozy interior. Compare specs — try to beat **\$14,900.**

MAIR 30



Attention wood lovers! Custom cold-molded cedar beauty. ULDB performance (PHRF 106) with stunning interior accommodations for six. This is an incredibly beautiful boat. **Drastically Reduced. Only \$35,000.**

26' Excalibur	'66	7,950
26' Pearson	'76	15,500
26' San Juan	'79	21,000
27' Cal 2-27	'76	24,950
27' J/Boat	'84	29,500
29' Ranger	'73	24,900
29' Sunwind	'82	34,900
30' Benford	'78	45,000
30' Bodega	'77	27,500
30' Lancer	'78	30,000
30' Santana	'79	41,000
30' Tartan	'82	57,500
32' Angleman	'57	25,000
32' Ericson	'74	32,000

FOR SAIL? 30'-36' range

Do you own a sailboat in the 30'-36' range?
Are you looking for another boat, but unsure of what to do with your present boat? Is it time to trade up OR down? If "yes", come down to our new location and let an experienced broker help you get the most return on your investment.

41' Morgan	'78	125,000
46' Cal 2-46	'73	128,500
50' Santa Cruz	'81	170,000
60' Alden	'26	100,000
60' Gaff rigged ctttr	'11	175,000

BROKERAGE — POWER

31' Wellcraft		Offers
34' Mainship	'79	53,000
36' Trojan	'68	39,900
37' Comm. fish	'40	25,000
37' Hatteras	'77	150,000
41' MMC Trawler	'84	115,000
43' Express cruiser	'66	68,500
50' Chris Craft	'54	95,000
58' Hatteras	'73	450,000

REPO HOTLINE

A service for smart boat buyers. If you're looking for real value, **REPO HOTLINE** may have the key just for you.

We represent major banks and lenders, helping them sell repossessed boats and aircraft, often at substantial savings.

You may make offers with a 10% deposit, held uncashed until the lender informs us whether your offer has been accepted, usually within 24 hours. All offers are given to the lender. When accepted, your deposit is placed in our trust account. The balance is due within 15 days.

Size	Manufacturer	Yr	Type	Power	Trailer	Const.	Cond	Extras	Location	Value	High Bid	Sold/Pending
16'	CHRIS CRAFT	'85	run	i/o	yes	fiber	excl	avg	Alameda	10,000	7,625	
17'	SEA SWIRL	'85	run	i/g	yes	f/g	excl	avg	Alameda	12,000		
19'	CHRIS CRAFT	'85	run	i/o	yes	fiber	excl	avg	Alameda	18,000	10,000	
19'	CENTURION	'85	run	i/o	yes	fiber	excl	avg	Alameda	15,000	6,500	
20'	INVADER	'84	cru	i/o	yes	fiber	good	avg	Alameda	15,000		
21'	GALAXIE	'83	cru	i/o	yes	fiber	excl	loaded	Alameda	10,000	7,200	
21'	TARVA	'78	run	i/o	yes	fiber	good	avg	Alameda	8,000		
22'	CENTURY	'79	cru	i/o	yes	fiber	good	avg	Alameda	12,000	6,000	
24'	REINELL	'77	cru	i/g	no	f/g	fair	avg	Alameda	10,000		
26'	SLEEK CRAFT	'84	cru	i/o	yes	fiber	excl	avg	Alameda	22,000	10,000	
35'	HUNTER	'64	sedan	t/g	no	wood	poor	bare	Alameda	5,000	3,000	
36'	VEGA	'62	trwl	i/d	no	fiber	good	avg	Alameda	60,000		
43'	CHRIS CRAFT	'66	tri	t/g	no	wood	good	loaded	Alameda	60,000	18,500	
52'	GOLD COAST	'79	cru	t/d	no	fiber	fair	avg	Alameda	157,000	75,000	
SAILBOATS												
25'	SANTANA	'80	sloop	no	no	fiber	good	avg	Alameda	13,500	6,000	
26'	S-2	'78	sloop	i/d	no	fiber	good	avg	Alameda	22,000		
32'	ERICSON	'74	sloop	i/g	no	fiber	fair	avg	Alameda	32,000	19,500	
33'	HUNTER	'80	sloop	i/d	no	fiber	good	avg	Alameda	41,000	26,500	
36'	CHEOY LEE	'81	sloop	i/d	no	fiber	good	avg	Alameda	65,000		
36'	COLUMBIA	'69	sloop	i/g	no	fiber	good	avg	Alameda	40,000	24,000	
48'	MAPLELEAF	'72	sloop	i/d	no	fiber	fair	avg	Alameda	150,000	62,500	
53'	CHEOY LEE	'83	ketch	i/d	no	fiber	excl	loaded	Alameda	195,000	146,500	
78'	CUSTOM PIRATE	'33	brig	i/d	no	wood	fair	avg	Oakland		43,000	

Please call to obtain the latest releases & current bids for our power, sail, & houseboat listings.
To be put onto our monthly mailing list, complete the form below & send to:

Name: _____

Address: _____

Phone: (h) (_____) (w) (_____) _____

I am interested in:

Power ☐ Sail ☐

Length: (20'-25', 25'-30', etc.) _____

Type: (Fish/Ski, Cruise/Race, etc.) _____

REPO HOTLINE,
2415 Mariner Square Dr.,
Alameda, California 94501

(415) 523-8502

25' YAMAHA	15,000
26' ARIEL by PEARSON	13,000
26' PEARSON COMMANDOR	12,500
26' INTERNATIONAL FOLKBOAT	15,500
26' COLUMBIA	3 from 10,000
26' EXCALIBUR	13,900
26' RANGER	12,000
27' CAL 2-27	2 from 22,500
27' SANTA CRUZ	13,500
27' MULL CUSTOM	2 from 9,900
27' NEWPORT 27 S-II	16,600
27' CATALINA	3 from 17,000
28' HALBERG Sloop	7,990
28' ATKINS ENSENADA (F/G)	29,900
28' MAIR 7/8th SLP	24,500
28' ISLANDER	5 from 25,000
28' TRITON	17,500
29' BRISTOL	45,000
29' CAL	Best Offer/25,000
29' SUNWIND RACER/CRUISER	34,900
30' ERICSON	25,000
30' BIRD CLASS	2 from 4,750
30' NONSUCH	69,500
30' COLUMBIA	2 from 23,000
30' ISLANDER MK II	4 from 29,500
30' RAWSON	29,800
30' TARTAN	2 from 24,000
30' ERICSON	49,950
30' FISHER M/S	59,500
30' NEWPORT PH II	3 from 28,000
30' ALBERG	32,000
30' HUNTER	34,900
30' CHEOY LEE	19,900
30' SANTANA	36,900
30' CATALINA	Trade/35,000
30' US	33,500
31' CHEOY LEE	34,900
32' CENTURION	49,500
32' WESTSAIL Ctr	59,900
32' ISLANDER MKI	38,000
32' VALIANT	58,000
32' MULL (COLD MOLD)	27,500
32' BENETEAU	40,000
33' TARTAN 10	2 from 24,900
33' APHRODITE	34,900
33' COLUMBIA 5.5	10,000
33' WYLIE	65,000
33' INTERNATIONAL ONE-DSGN	24,000
34' WYLIE	59,000
34' CAL	35,000
35' CORONADO	44,000
35' SANTANA	2 from 49,900
35' C&C	41,800
35' ERICSON	2 from 38,000
35' ERICSON	44,000
35' CUTTER	75,000
36' CHEOY LEE LUDERS	55,000
36' ISLANDER FREEPORT	2 from 89,000
36' ISLANDER	2 from 49,995
36' MARINER POLARIS Cutter	74,500
36' RAVAGE	52,500
36' ERICSON	2 from 79,900
37' CREALOCK	2 from 120,000
37' ISLAND TRADER	63,000
37' RANGER	53,000
38' BALTIC	157,000
38' FARALLONE CLIPPER	45,000
38' MORGAN	88,000
38' ERICSON	Offers/112,500
39' FREYA	120,000
39' ROGERS 'SALT SHAKER'	99,500
39' LANDFALL Cutter	79,000
39' LANCER	105,000
40' YAWL	59,000
40' ONE-TONNER 'FEVER'	85,000
40' PEARSON	105,000
40' OLSON	109,500
40' KETTENBURG Slp	B.O./29,900
41' NEWPORT	70,000
41' COOPER 416	127,500
41' CT AUX Ketch	68,500
41' ISLANDER FREEPORT	2 from 85,000
41' MORGAN OUT ISLAND	2 from 79,950
41' PETERSON RACE Sloop	118,000
41' GULFSTAR	75,000
42' DUBOIS	99,500
42' PEARSON 424	119,500
42' STEWART	89,000
43' GULFSTAR	98,000
44' BOUNTY Ketch	129,000
44' SWAN 441	2 from 185,000
44' PETERSON	135,000
44' LAFITTE	175,000
44' ALDEN Kch	Trades/Offers/45,000
44' CHEOY LEE	162,500
45' VAN DER	59,500
45' OMEGA	107,000
45' MORGAN	140,000
46' FISHER MOTORSAILER	245,000
46' MOTORSAILER	160,000
47' VAGABOND Ketch	125,000
47' SWAN, 1982	230,000
49' CUTTER	58,500
50' GULFSTAR	2 from 149,500
50' SANTA CRUZ	175,000
51' ISLAND TRADER	Offers/145,000
59' PILOTHOUSE Ketch	295,000
64' HUNTINGFORD Ketch	215,000
65' SWAN 651	795,000

★ SAN FRANCISCO BERTH INCLUDED

Cityyachts™

EST. 1969

415 foot of Laguna St. San Francisco
567-8880
CLOSED WEDNESDAYS



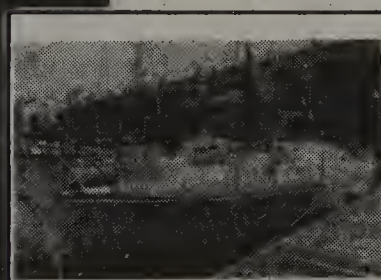
VALIANT 32. Bob Perry design, dodger, furling system, cruising spinnaker, very strong and proven offshore cruiser. Priced below market at \$58,000.



101' NEVINS M/S. Professionally maintained, luxurious accommodations. Ideal for world cruising or charter. All 1st class equip incl'g heat/air condition'g, washer/dryer, twin GM 6-71's. Call for specs on this fantastic buy at \$300,000.



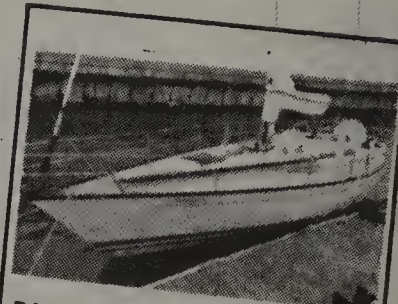
SANTANA 35. Absolutely the best on the Bay! National Champion. Loaded with sails and electronics. Many custom features. Will consider trades i.e. J/24 etc. Call us today with details on your boat and we will work out a great deal.



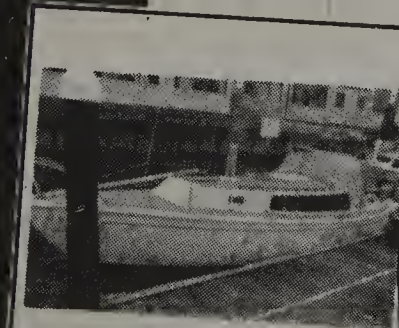
C&C 35. Very sturdy family racer/cruiser. Wheel steering, excellent sail inventory, full instruments, cabin heater, Barient winches. Asking a very realistic price of \$41,800. At our docks.



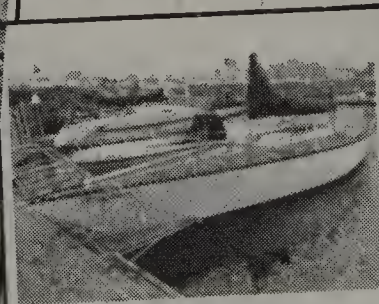
CHEOY LEE 31. 1973 sloop. Superbly maintained, veteran of Mexico cruise, diesel, CNG, wheel, full boat cover and much more. Ready to go again. Only \$34,900.



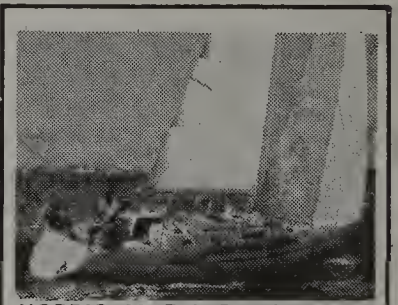
BALTIC 38dp. Fast and beautiful. Fantastic aft cabin with double berth. Loaded with gear i.e. Navtec hydraulics, furling system, Trimble Loran, etc. A must see and priced below market.



NEWPORT 30. Diesel, 12 sails, full electronics, including autopilot. Loaded with gear for racing or cruising. Very attractive price of \$29,000 or Offers/Trades.



APHRODITE 101. Sleek and easy to sail. European craftsmanship at it's best! Inboard diesel, self-tending jib. Estate sale and will consider all offers and trades.

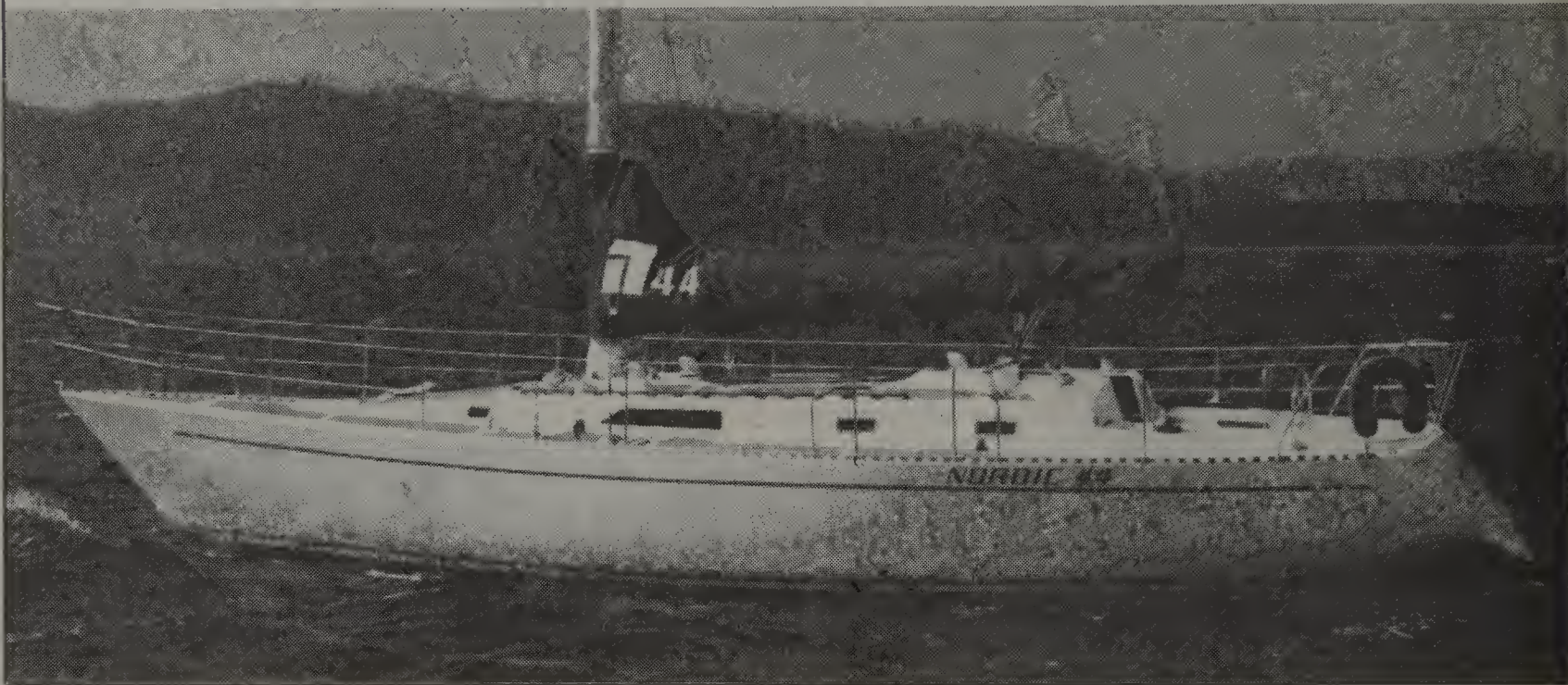


NORDIC 44. Bob Perry's favorite design! Nearly new w/furl'g sys., dodger, central heat, refrigeration, complete electronics, the list goes on. Seller will consider smaller boat or real estate trade. Price reduced to \$169,500

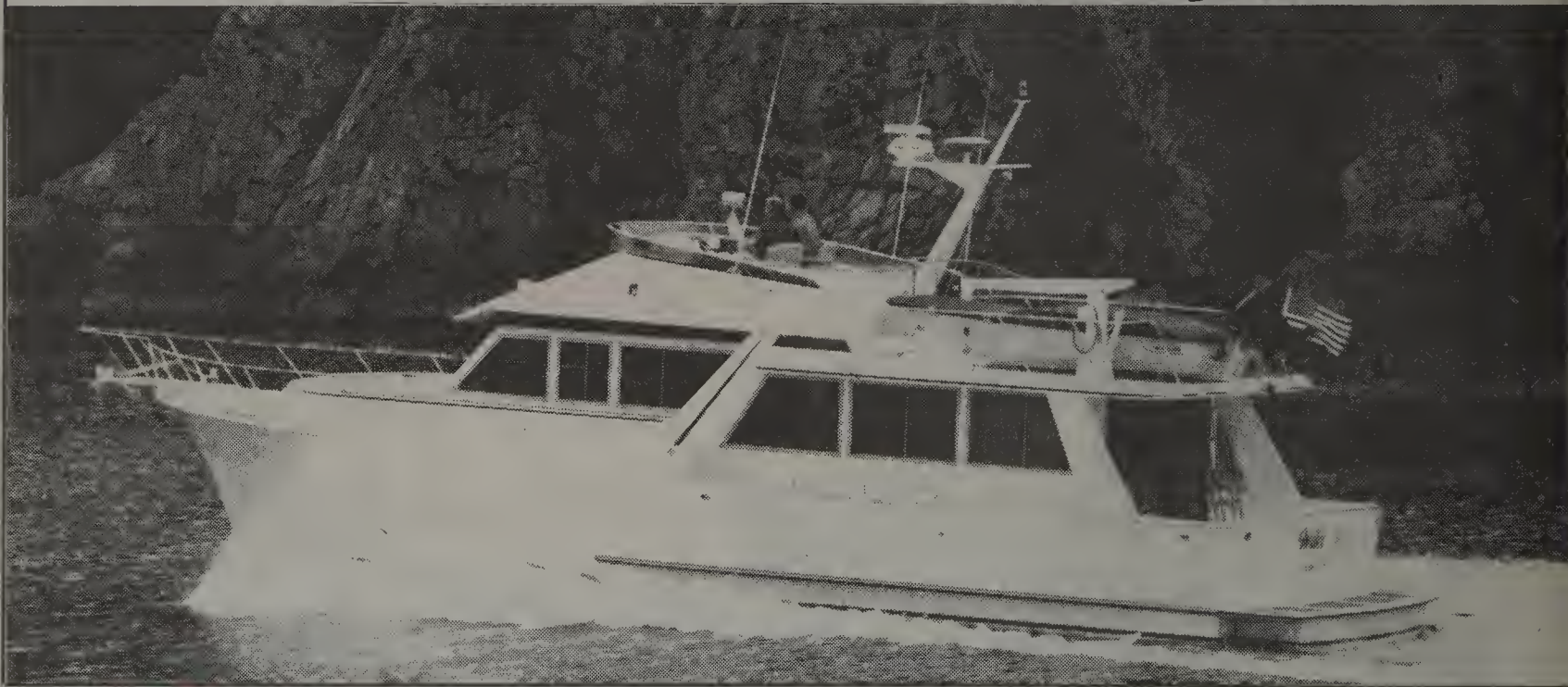
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